



Reproduction of Portion of Chart N°1725



Reproduction of Portion of Chart N°1723



# CELEBES SEA, EASTERN PORTION—TALAUTSE ISLES.

*Pasigi Island*—Breakers reported northward of; caution.

No. 312 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1158 of 1921), are republished:—

*Position*.—At a distance of about 4 miles northward of Pasigi island. Lat.  $2^{\circ} 25' 00''$  N., long.  $125^{\circ} 19' 00''$  E. (approx.).

*Details*.—Breakers have been reported in the above position apparently indicating the extension of Pasigi island reef for a distance of about 2 miles further northward than shown on the charts.

*Note*.—The reef is to be extended on the chart to the above position, the extension being indicated by a danger line with the note "Breakers repd. (1921)" against the northern end.

*Charts affected.*—No. 2575, Eastern part of the Celebes sea.

„ 943, Molucca passage to Manila.

*Publication.*—Eastern Archipelago Pilot, Part III, 1911, page 35.

*Authority.*—Hague Notice No. 489 of 1921. (*H. 1786-21.*)

# AFRICA, EAST COAST—TANGANYIKA TERRITORY, DAR ES SALAAM.

## Outer Makatumbé Island—Light irregular.

*No. 313 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1163 of 1921), are republished:—

*Former Notice.*—No. 926 of 1921. (*This Office No. 152 of 1921.*)

*Position.*—Lat. 6° 48' S., long. 39° 20' E. (*approx.*).

*Details.*—The flashing white light in the above position is irregular. Further Notice will be given when the light is again working normally.

*Charts temporarily affected.*—No. 674, Dar es Salaam and adjoining anchorages.  
 „ 640a, Pangani to Ras Kimbiji—southern sheet.  
 „ 662, Kilwa point to Zanzibar channel.  
 „ 597, Delagoa bay to Cape Guardafui.  
 „ 748b, Indian ocean—northern portion.

*Publications.*—List of Lights, Part VI, 1921, No. 103.

Africa Pilot, Part III, 1915, page 373.

*Authority.*—Commander-in-Chief, East Indies Station. (*H. 4114-21.*)

# BAY OF BENGAL—NICOBAR ISLANDS.

## Nancowry Harbour—Correction to charts with regard to shoals and shoal depths.

*No. 314 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1170 of 1921), are republished:—

*Position.*—Naval point, lat. 8° 02' N., long. 93° 33' E. (*approx.*).

Distance and bearing from southern extremity of Naval point.	Depth.
(a) 2.05 miles, 107½°	... 5 fathoms (9 <sup>m</sup> 1).
(b) 2 miles, 107½°	... 4 „ (7 <sup>m</sup> 3).
(c) 1.84 miles, 107°	... 5 „ (9 <sup>m</sup> 1).
(d) 1.19 miles, 106°	... 5 „ (9 <sup>m</sup> 1).
(e) 1.24 miles, 259°	... 5½ „ (10 <sup>m</sup> 0).
(f) 1.95 miles, 244°	... 6 „ (11 <sup>m</sup> 0).

*Note.*—The foregoing depths are not shown on certain copies of the charts and are to be inserted accordingly as indicated below.

*Charts affected.*—No. 841, Nancowry harbour.

„ 840, Nicobar islands. (*b*)

„ 830, Bassein river to Pulo Penang. (*b*)

*Publication.*—Bay of Bengal Pilot, 1910, pages 381, 382; Supplement No. 5, 1920.

*Authority.*—Hydrographic Department. (*H. 3216-21.*)

CHINA, NORTH COAST—SHANTUNG.

*North-east promontory light—Alteration in character.*

*No. 315 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1171 of 1921), are republished :—

*Former Notice.*—No. 783 of 1921 (*This office No. 276 of 1921*) hereby cancelled.

*Position.*—Lat.  $37^{\circ} 24'$  N., long.  $122^{\circ} 42'$  E. (*approx.*).

*New abridged description.*—Lt. Gp. Fl. (2) *ev. 15 sec., Red & Wh., 220 ft., vis. 22m.*

*Details.*—The occulting red and white light has been replaced by a *group flashing white* light, with *red* sectors, showing *two flashes* in quick succession *every fifteen seconds*.

*Remarks.*—The sectors and other characteristics of the light remain unchanged; the two provisional flashing white lights which were exhibited while the alteration was being carried out have been discontinued.

*Charts affected.*—No. 3457, Li tau bay to Chu tau.

„ 3491, Shitau bay to North-east promontory.

„ 1255, Kyau chau bay to Lai chau bay

„ 3480, Shantung promontory to Nagasaki.

„ 1256, Gulfs of Pe chili and Liao tung.

„ 1262, Hongkong to Gulf of Liao tung.

„ 2347, Honshu, Kiusiu, and Shikoku, &c.

„ 2459, North-west Pacific ocean, &c.

*Publications.*—List of Lights, Part VI, 1921, No. 1633.  
China Sea Pilot, Vol. V, 1912, page 446.

*Authority.*—Shanghai Notice No. 730 of 13th May 1921. (*H. 3885-21.*)

JAPAN—HONSHU, SOUTH COAST.

*Inatori Light—Red Sector discontinued.*

*No. 316 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1172 of 1921), are republished :—

*Position.*—Lat.  $34^{\circ} 47'$  N., long.  $139^{\circ} 03'$  E. (*approx.*).

*New abridged description.*—Lt. F., 423 ft., vis. 10 m.

*Details.*—The red sector of this *fixed* light has been discontinued, and is to be expunged from the charts.

*Charts affected.*—No. 953, Omai saki to Tsurugi saki.

„ 996, Kii suido to Tokyo.

*Publications.*—List of Lights, Part VI, 1921, No. 2047.  
Japan Pilot, 1914, page 188.

*Authority.*—Tokyo, Department of Communications, Notice No. 782 of 1921. (*H. 3884-21.*)



AFRICA, EAST COAST—TANGANYIKA TERRITORY, DAR ES SALAAM.

*Outer Makatumbé Island light—Temporary alteration in character.*

*No. 317 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1174 of 1921), are republished :—

*Former Notices.*—Nos. 926 and 1163 of 1921. (*This office Nos. 152 and 313 of 1921.*)

*Position.*—Lat.  $6^{\circ} 48'$  S., long.  $39^{\circ} 20'$  E. (*approx.*).

*Alteration.*—The character of the light has been temporarily altered from flashing white to *fixed white*, with a visibility of 6 miles.

*Note.*—Further notice will be given when the normal character of the light has been resumed.

*Charts temporarily affected.*—No. 674, Dar es Salaam and adjoining anchorages.

„ 640a, Pangali to Ras Kimbiji—southern sheet.

„ 662, Kilwa point to Zanzibar channel.

„ 597, Delagoa bay to Cape Guardafui.

„ 748b, Indian ocean—northern portion.

*Publications.*—List of Lights, Part VI, 1921, No. 103.  
Africa Pilot, Part III, 1915, page 373.

*Authority.*—Commander-in-Chief, East Indies Station. (*H. 4114-21.*)

EASTERN ARCHIPELAGO—CELEBES, WEST COAST.

*Mampya Road—Amendment to chart with regard to reefs.*

*No. 318 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1177 of 1921), are republished :—

*Position.*—Battowae island summit, lat.  $3^{\circ} 29'$  S., long.  $119^{\circ} 22'$  E. (*approx.*).

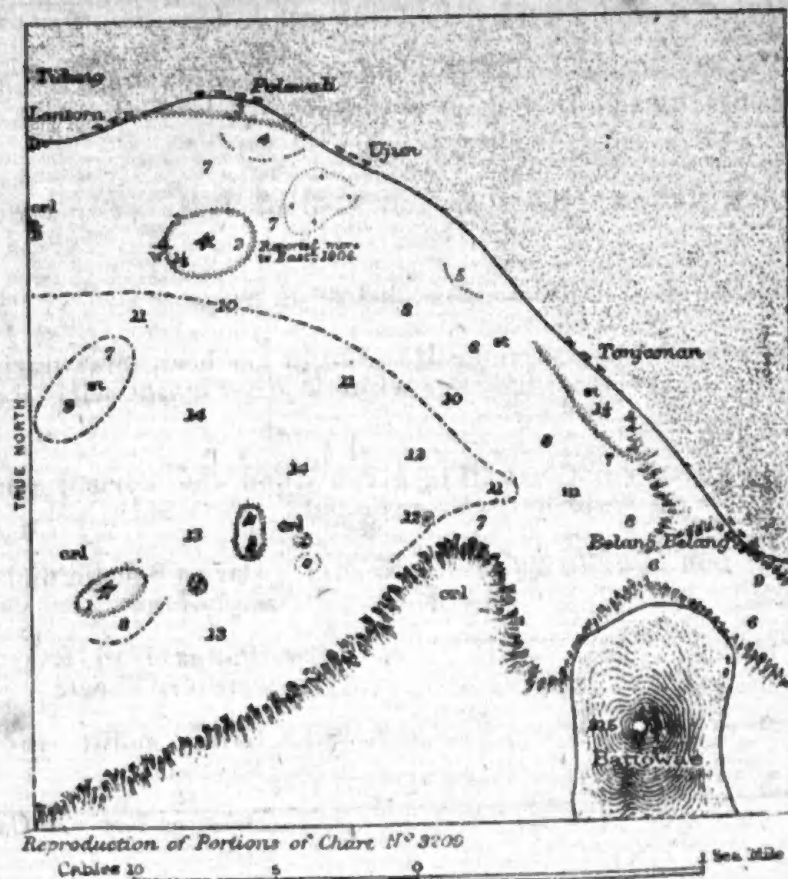
*Details.*—The accompanying reproduction of a portion of the plan of Mampya road on chart No. 3209 shows the necessary corrections to that plan with regard to the existence of reefs.

*Chart affected.*—No. 3209, Plan of Mampya road.

*Publication.*—Eastern Archipelago Pilot, Part II, 1911, page 401.



*Authority.*—Netherlands Government Chart. (H. 3668-21.)



## GULF OF ADEN.

### *Aden Outer Harbour—Decreased depths.*

*No. 319 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1178 of 1921), are republished :—

*Position.*—Pinnacle rock, lat.  $12^{\circ} 46' N.$ , long.  $44^{\circ} 55' E.$  (*approx.*).

*Details.*—The accompanying reproduction of portions of chart No. 7 shows the necessary corrections with regard to decreased depths in the outer harbour at Aden.

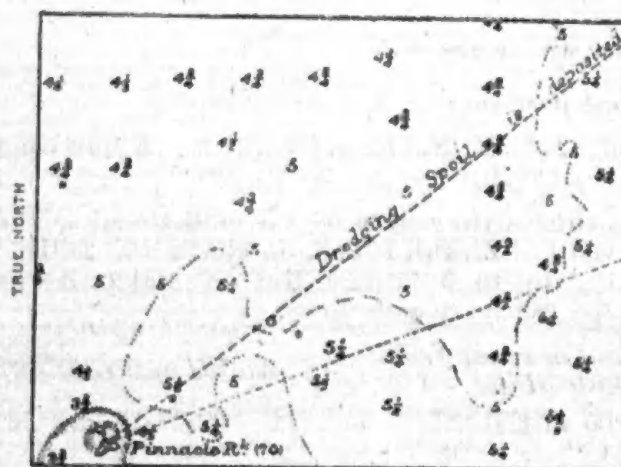
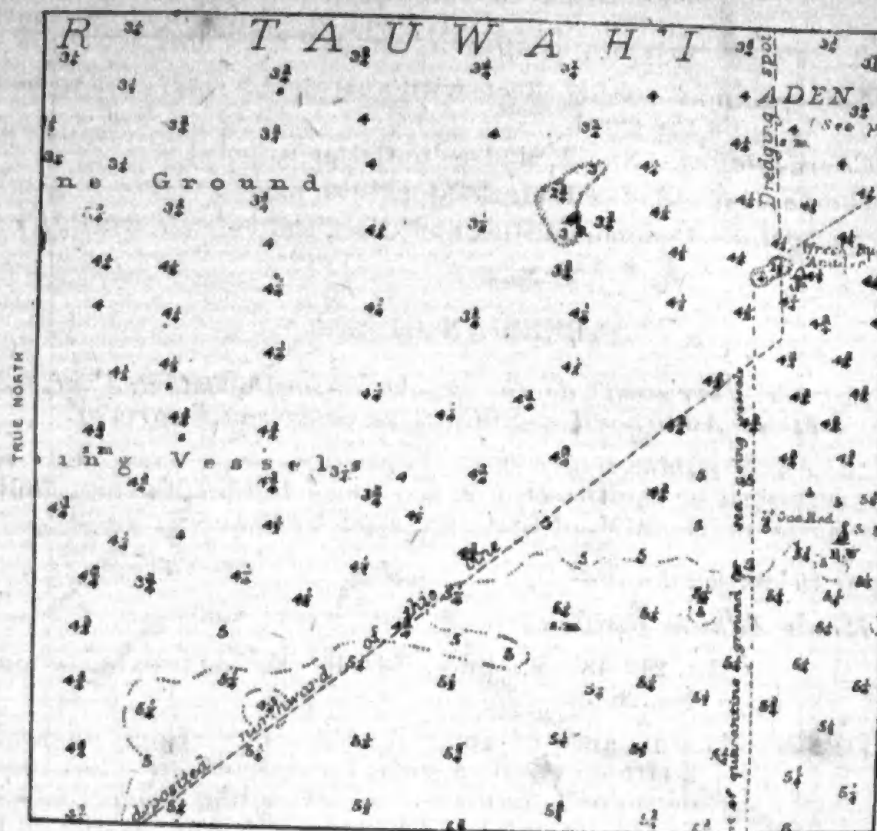
*Remarks.*—It is intended to mark the 4½-fathom (7m8) patch, situated about 1½ miles north-eastward of Pinnacle rock, by a black can buoy, concerning which further Notice will be given.

*Chart affected.*—No. 7, Aden harbour and approaches.

*Publications.*—Red Sea, &c., Pilot, 1909, pages 404, 405; Revised Supplement (3), 1917.

Red Sea, &c., Pilot, 1921 (*in press*).

Authority.—Port Officer, Aden, (H. 3531-21.)



Reproduction of Portions of Chart No. 7.

0 5 10 Cables or 1 Sea Mile

### BAY OF BENGAL—INDIA, EAST COAST.

*Coleroon Point—Caution with regard to extension of shoal water.*

*No. 320 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1186 of 1921), are republished:—*

*Position.—Coleroon point, lat. 11° 28' N., long. 79° 48' E. (approx.).*

*Caution.*—Shoal water extends further seaward than charted off the coast between Coleroon point and the southern mouth of Coleroon river situated about 3 miles southward from the point.

*Note.*—A note to this effect, with year date “(1921)” is to be placed on the chart.

*Chart affected.*—No. 71, Madras to Calimere point.

*Publication.*—Bay of Bengal Pilot, 1910, page 209.

*Authority.*—Commander-in-Chief, East Indies. (H. 3391-21.)

#### PERSIAN GULF.

*Rakaz Zakum*—Decreased depth reported south-eastward of, *Zirkuh Island*—Additional soundings reported southward of.

*No. 321 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 94M. of 1921), are republished :—

##### (1) Decreased depth—

*Rakaz Zakum position :*

Lat.  $24^{\circ} 48'$  N., long.  $53^{\circ} 46'$  E. Approximate on chart No. 2837a.

*Details.*—At a distance of about 4 miles  $099^{\circ}$  from Rakaz Zakum 3-fathom shoal; a shoal is reported to exist, having a depth of  $2\frac{1}{2}$  fathoms and extending from this position in the direction of  $249^{\circ}$  for 5 miles up to the 5 fathom line shown on the above chart.

*Remarks.*—The 5 fathom line appears to be approximately correct, but 6-fathom soundings shown inside it are misleading.

##### (2) Additional soundings—

*Zirkuh island position :*

Lat.  $24^{\circ} 53'$  N., long.  $53^{\circ} 5'$  E. Approximate on chart No. 2837b.

*Details.*—Positions with regard to the additional soundings southward of Zirkuh island, on chart No. 2837b and extending up to 5 fathom line of Rakaz Zakum on chart No. 2837a are as follows.

Distance and bearing from Zirkuh island.			Additional soundings.	
(a)	11.00 miles,	$226^{\circ}$	...	$9\frac{1}{2}$ fathoms.
(b)	8.4	“ $209^{\circ}$	...	$8\frac{1}{2}$ “
(c)	7.00	“ $186^{\circ}$	...	$7\frac{1}{2}$ “
(d)	8.00	“ $156^{\circ}$	...	$6\frac{1}{2}$ “
(e)	10.00	“ $135^{\circ}$	...	$7\frac{1}{2}$ “
(f)	13.00	“ $123^{\circ}$	...	$8\frac{1}{2}$ “
(g)	16.5	“ $117^{\circ}$	...	$9\frac{1}{2}$ “
(h)	19.7	“ $113^{\circ}$	...	$9\frac{1}{2}$ “
(i)	22.5	“ $112^{\circ}$	...	$8\frac{1}{2}$ “
(j)	25.00	“ $109^{\circ}$	...	$10\frac{1}{2}$ “
(k)	27.9	“ $107^{\circ}$	...	10 “

*Charts affected.*—No. 2837a, Persian Gulf, eastern sheet.

“ 2837b, Persian Gulf, western sheet.

*Publication.*—Persian Gulf Pilot, 1915, pages 91, 95.

*Authority.*—Commander in Command, H. M. S. *Cyclamen*. Hydrographic note No. 6, dated 27th July 1921.



INDIA—WEST COAST, KARACHI HARBOUR.

*Manora Point Breakwater—Light temporarily extinguished.*

No. 322 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 95M. of 1921), are republished :—

*Position*.—At the end of the Manora breakwater.

Lat.  $24^{\circ} 47' N.$ , long.  $66^{\circ} 59' E.$

*Details*.—The white occulting light shown from the end of the Manora breakwater at an elevation of 53 feet, is reported to have gone out.

*Caution*.—Vessels are hereby warned not to enter the port during night, until further notice.

*Charts temporarily affected*.—No. 40, Karachi Harbour.

„ 41, Cape Monze to Kediwari mouth.

„ 39, Sind and Kutch Coasts.

„ 38, Maskat to Karachi.

„ 826, Karachi to Vengurla.

*Publications*.—West Coast of India Pilot, 1919, page 336.

Indian List of Lights, 40th issue, 1921, in press.

Admiralty List of Lights, Part VI, 1921, No. 326.

*Authority*.—The Port Officer, Karachi, dated 8th August 1921.

BAY OF BENGAL.

*Caution. Report of a derelict Dhow.*

No. 323 (*first publication*).—

*Subject*.—The Master of the SS. “Egra” reports having passed on the 17th August 1921 a derelict Dhow in the following position :—

*Position*.—Lat.  $19^{\circ} 42' N.$ , long.  $89^{\circ} 34' E.$

*Caution*.—Mariners are hereby warned.

*Charts affected*.—No. 829, Cocanada to Bassein river.

„ 70, Bay of Bengal.

*Authority*.—Arrival report of the SS. “Egra,” dated the 18th August 1921.

*The 13th August 1921.*

JAPAN, INLAND SEA—KURUSHIMA KAIKYO.

*Ohama Light—Alteration in characteristics.*

No. 295 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1074 of 1921), are republished :—

*Position*.—Lat.  $34^{\circ} 05' N.$ , long.  $132^{\circ} 59' E.$  (*approx.*).

*New abridged description*.—Lt., Alt. R. G. ev. 10 sec. 114 ft., vis. 17 m.

*Details*.—The group flashing white light has been replaced by a light having the undermentioned characteristics :—

*Character*.—Alternating red and green every ten seconds, thus :

<u>Red light,</u>	<u>green light.</u>
5 sec.	5 sec.

*Visibility*.—17 miles, from  $161^{\circ}$ , through south, to  $317^{\circ}$ .

*Power*.—Red light, 3,000 candles ; green light, 1,900 candles.

*Remarks*.—The other characteristics of the light remain unchanged.

*Charts affected*.—No. 83, Gogo shima to Miyo shima.

„ 2875, Naikai (Seto uchi) or Inland sea.

*Publications*.—List of Lights, Part VI, 1921, No. 1962.

Japan Pilot, 1914, page 330 ; Supplement No. 4, 1920.

*Authority*.—Tokyo, Department of Communications, Notice No. 461 of 1921. (H. 3440-21.)

## NEW ZEALAND—NORTH ISLAND, EAST COAST.

*Tauranga Harbour, North Rock—Light established.*

No. 296 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1075 of 1921), are republished:—

*Position.*—On the summit of North rock, northward of Maunga nui.

Lat.  $37^{\circ} 37'$  S., long.  $176^{\circ} 11'$  E. (approx.).

*Abridged description.*—(U) Lt. Fl. W. R. rv.  $8\frac{1}{2}$  sec. 39 ft. vis. 5 m.

*Characteristics:*

*Character.*—Flashing, with white and red sectors, every eight and a half seconds, thus:

Flash,	eclipse.
1.0 sec.	7.5 sec.

*Elevation.*—39 feet (11<sup>m</sup>9).

*Visibility.*—5 miles.

*Sectors.*—Red when bearing more than  $273^{\circ}$ ; White elsewhere.

*Structure.*—Dark red steel framework tripod on cylindrical structure, 17 feet (5<sup>m</sup>2) in height.

*Remarks.*—The light is unwatched.

*Charts affected.*—No. 2521, Tauranga harbour.

„ 3332, Mercury bay to Town point.

„ 2527, Mayor island to Poverty bay.

*Publications.*—List of Lights, Part VI, 1921, No. 2902b.

New Zealand Pilot, 1919, page 237.

*Authority.*—Wellington Notice No. 16 of 1921. (H. 3611-21.)

## AUSTRALIA, NORTH COAST—CLARENCE STRAIT.

*Howard Channel—Amended position of light-buoys.*

No. 297 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1087 of 1921), are republished:—

(1) Howard knoll light-buoy:

*Position.*—At a distance of about 7 cables northward of charted position.

Lat.  $11^{\circ} 59' 45''$  S., long.  $131^{\circ} 18' 45''$  E. (approx.).

*Description.*—A black can light-buoy numbered “2,” exhibiting a group flashing red light.

(2) Rooper rock light-buoy:

*Position.*—At a distance of about 5 cables south-eastward of charted position.

Lat.  $12^{\circ} 04' 30''$  S., long.  $131^{\circ} 11' 25''$  E.

*Description.*—A red can light-buoy numbered “3,” exhibiting a group flashing white light.

*Remarks.*—This light-buoy, which was not hitherto shown on chart No. 1704, is to be inserted thereon.

*Note.*—The following notes regarding the light-buoys in Clarence strait are to be inserted on the charts indicated:—

[Chart No. 1095.]

“CAUTION”

“The positions of the buoys are not to be depended upon.”

[Chart No. 613.]

“CAUTION.”

“The positions of the buoys in Clarence strait are not to be depended upon.”

*Charts affected.*—No. 1704, Adam bay and entrance of the Adelaide river. (2).

„ 1095, Clarence strait.

„ 613, Melville island, with Dundas and Clarence straits. (1).

*Publication.*—Australia Pilot, Vol. V, 1914, pages 96, 103, 104; Supplement No. 5, 1921.

*Authority.*—Hydrographic Department, and Navy Office, Melbourne. (H. 3619-21.)

AFRICA, EAST COAST—TANGANYIKA TERRITORY.

*Mikindani (Pindea) Harbour entrance—Alterations in buoyage.*

*No. 298 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1090 of 1921), are republished:—

*Position.*—Pemba, lat.  $10^{\circ} 15' S.$ , long.  $40^{\circ} 08' E.$  (approx.).

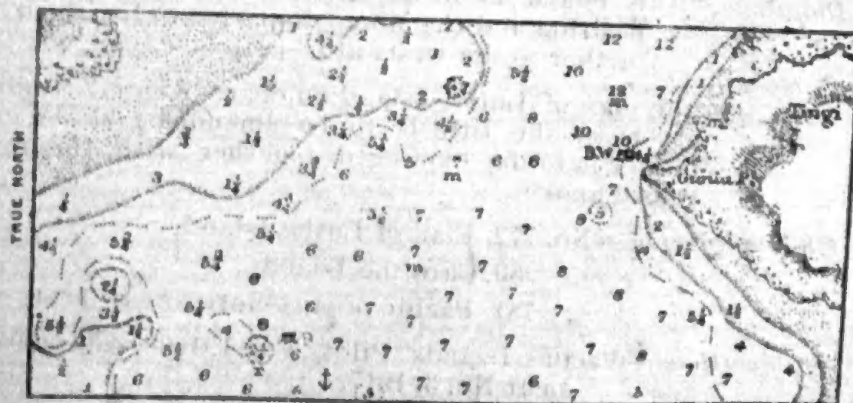
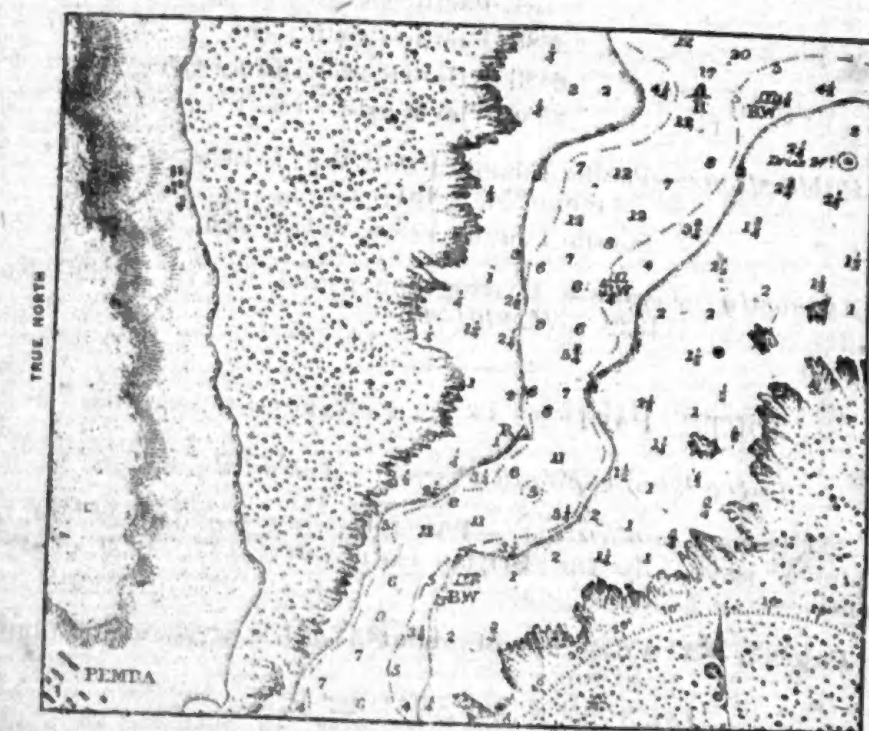
*Details.*—The accompanying reproduction of two portions of the plan of Mikindani harbour entrance on chart No. 684 shows the necessary corrections to that plan with regard to buoyage.

*Chart affected.*—No. 684, Mto Mtwara and Mikindani harbours, with plan.

*Publication.*—Africa Pilot, Part III, 1915, page 326; Supplement No. 4, 1920.

*Authority.*—Port and Marine Department, Dar-es-Salaam.

(H. 2919-21.)



Reproduction of Portions of plan on Chart No. 684.

5 Cables or 1/2 Sea Mile



NORTH PACIFIC OCEAN—MARIANA OR LADRONE ISLANDS.

*Lindsay Island, Britomart reef and Florence shoal—Non-existence of.*

No. 299 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1098 of 1921), are republished:—

*Position.*—(a) Lindsay Island, lat.  $19^{\circ} 20'$  N., long.  $141^{\circ} 15'$  E. (approx.).

(b) Britomart reef, lat.  $19^{\circ} 09'$  N., long.  $141^{\circ} 34'$  E. (approx.).

(c) Florence shoal, lat.  $18^{\circ} 06'$  N., long.  $143^{\circ} 18'$  E. (approx.).

*Details.*—Information has been received that the abovementioned reported dangers do not exist. Britomart reef and Florence shoal are to be expunged from the charts accordingly, together with the note regarding Lindsay Island shown on the charts close southward of position (a), the position of this reported Island was not delineated on the charts.

*Charts affected.*—No. 1101, Mariana or Ladrone Islands.  
 „ 781, Pacific Ocean—north-west sheet. (a), (b).  
 „ 2683, Pacific Ocean. (b).  
 „ 2483, Atlantic and Indian Oceans, &c. (b).  
 „ 2558, The World. (b).

*Publications.*—Pacific Islands Pilot, Vol. I, 1908, page 434; Supplement No. 3, 1917.

Pacific Islands Pilot, Vol. I, 1920 (in press).

*Authority.*—Japanese Hydrographer and Tokyo Notice No. 265 of 1920. (H. 8104-20.)

NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

*Lutke Island (Fagau Pissila)—Amended position.*

No. 300 (second publication).—The following particulars, etc., relative to the above issued by the British Admiralty (No. 1099 of 1921), are republished:—

*Position.*—At a distance of about 5 miles westward from charted position.

Lat.  $8^{\circ} 35'$  N., long.  $151^{\circ} 22'$  E.

*Remarks.*—The Island is to be moved on the chart to the above position and the note “Reported to lie about 7 miles further to the westward” is to be expunged.

*Note.*—On the plan of Lutke Island on chart No. 772 the position given in the title is to be amended and the graduated border is to be expunged together with the note mentioned above.

*Charts affected.*—No. 772, Plan of Lutke Island.

„ 980, Caroline Islands.

„ 781, Pacific ocean—north-west sheet.

*Publications.*—Pacific Islands Pilot, Vol. I, 1908, page 409; Supplement No. 3, 1917.

Pacific Islands Pilot, Vol. I, 1921 (in press).

*Authority.*—Tokyo Notice No. 117 of 1921. (H. 3556-21.)

JAPAN, INLAND SEA—GULF OF OSAKA.

*Kobe Harbour—Breakwater under construction; Prohibited area.*

*No. 301 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1100 of 1921), are republished:—

*Position.*—Lat.  $34^{\circ} 40'$  N., long.  $135^{\circ} 12'$  E. (*approx.*).

*Details.*—The accompanying reproduction of a portion of chart No. 2265 shows the projected limits of a detached breakwater in course of construction together with an area which is marked by light-buoys and within which anchorage and passage are prohibited; the prohibited area will be extended, and the northern light-buoy moved, as the work advances.

*Charts affected.*—No. 2265, Kobe and Hyogo bays.

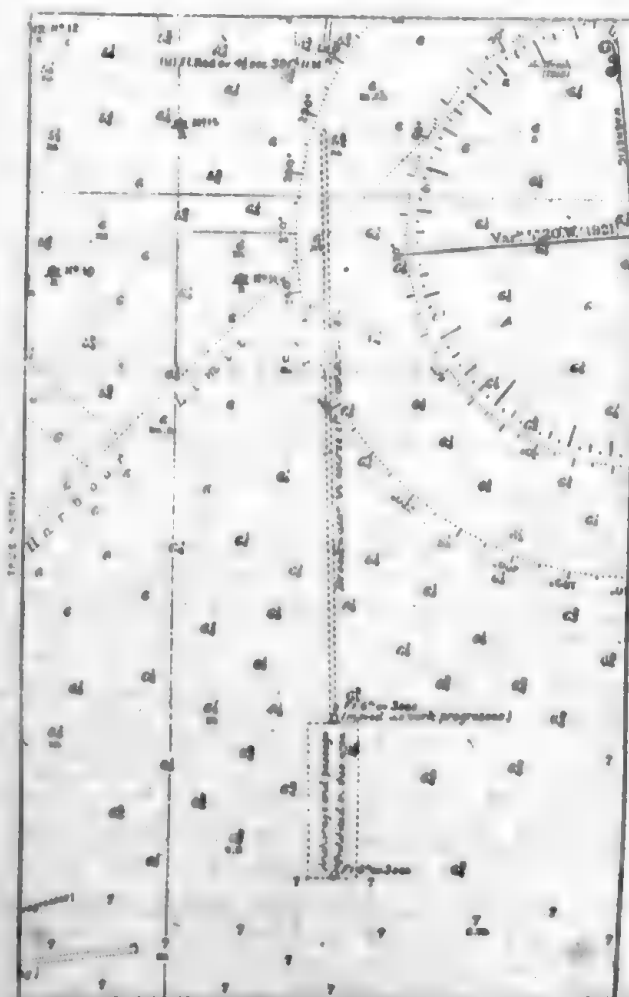
„ 16, Kobe and Osaka.

„ 3566, Izumi nada and Harima nada.

„ 2875, Naikai (Seto uchi) or Inland sea.

*Publication.*—Japan Pilot, 1914, page 278; Supplement No. 4, 1920.

*Authority.*—Tokyo Notice No. 107 of 1921. (*H. 3299-21.*)



Reproduction of Portion of Chart No. 2265

Scale of 1:100,000. P. Cable of 1:100,000

JAPAN—KIUSIU, WEST COAST. NAGASAKI APPROACH.

*Hirase—Beacon to be expunged from Chart No. 2387.*

*No. 302 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1114 of 1921), are republished:—

*Former Notice.*—No. 2078 of 1920. (*This office No. 37 of 1921.*)

*Position.*—At a distance of about one mile eastward of Io Bana lighthouse. Lat.  $32^{\circ} 43' N.$ , long.  $129^{\circ} 47' E.$  (*approx.*).

*Details.*—Hirase beacon, which has been destroyed and will not be replaced, is to be expunged from chart No. 2387 which was not included in the list of charts affected by the former Notice quoted above.

*Chart affected.*—No. 2387, Io jima to Madara jima.

*Authority.*—Hydrographic Department. (*H. 3736-21.*)

BAY OF BENGAL—BURMA COAST. BASSEIN RIVER ENTRANCE.

*Baroni rock buoy—Light extinguished.*

*No. 303 (second publication).—*

*Former Notice.*—No. 127 of 1921.

*Subject.*—The light shown by the Baroni rock buoy is reported to have gone out.

*Charts affected.*—No. 834, Bassein river and approaches.

„ 3772, Calventurnas to Bassein river.

„ 823, Koronge Island to White point.

*Publication.*—Bay of Bengal Pilot, 1910, page 447. Supplement No. 5, 1920.

*Authority.*—Port Officer, Bassein, Burma, Notice dated 2nd August 1921.

BAY OF BENGAL—DHAMRA RIVER ENTRANCE.

*Shortts island—Light removed and replaced by another light.*

*No. 304-I. (second publication).—*

*Subject.*—With effect from the 17th August 1921 and until further notice the Shortts island light will be removed for overhaul and replaced by another fixed light, visible 5 miles.

*Position.*—Lat.  $20^{\circ} 46\frac{1}{2}' N.$ , long.  $87^{\circ} 04' E.$

*Charts affected.*—No. 754, Dhāmra river.

„ 814, The Sandheads—False Point to Matla river.

„ 829, Cocanada to Bassein river.

„ 70, Bay of Bengal.

*Publications.*—List of Lights, Part VI, 1921, No. 601.  
Bay of Bengal Pilot, 1910, page 277.

*Authority.*—Port Officer, Orissa Ports, Chandbali, letter No. 522P., dated 10th August 1921.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,

*Port Officer of Calcutta.*



*The 4th August 1921.*

JAPAN—HONSHŪ, WEST COAST.

*Oki Sima (Dōgo)—Light established.*

*No. 278 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 979 of 1921), are republished :—

*Position.*—On Saigo misaki, the south-eastern extremity of Oki sima.

Lat.  $36^{\circ} 10' 05''$  N., long.  $133^{\circ} 19' 30''$  E., on chart No. 1495.

*Abridged description.*—Lt. Gp. Fl. (2) *ev.* 30 sec. 361 ft., *vis.* 26 m.

*Characteristics:*

*Character.*—Group flashing white showing two flashes every thirty seconds, thus :

2 flashes in quick succession,	eclipse.
8 sec.	22 sec.

*Elevation.*—361 feet.

*Visibility.*—26 miles, from  $182^{\circ}$  through west to  $082^{\circ}$ .

*Power.*—30,000 candles.

*Structure.*—White square concrete tower, 30 feet in height.

*Charts affected.*—No. 1495, Aburatani bay to Ando zaki.

„ 2347, Honshū Kiusiu and Shikoku, etc.

„ 2459, North-west Pacific ocean, etc.

„ 781, Pacific ocean—north-west sheet.

*Publications.*—List of Lights, Part VI, 1921, No. 2160a.

Japan Pilot, 1914, page 607.

*Authority.*—Tokyo, Department of Communications, Notice No. 436 of 1921. (H. 2923-21.)

CHINA, EAST COAST—LAMOCK ISLANDS.

*High Lamock Island—Wreck southward of.*

*No. 279 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 982 of 1921), are republished :—

*Position.*—At a distance of about half a mile southward from the southern end of High Lamock island.

Lat.  $23^{\circ} 14' 20''$  N., long.  $117^{\circ} 17' 43''$  E. (*approx.*), on chart No. 1957.

*Description.*—Sunken wreck of the SS. *Hsientien*.

*Charts affected.*—No. 1957, Namoa island.

„ 1962, Hongkong to the Brothers.

„ 1760, The Brothers to Ockseu islands.

*Authority.*—Shanghai Notice No. 724 of 13th April 1921. (H. 3247-21.)

BAY OF BENGAL, WESTERN SHORE.

*Cocanada Bay—Wrecks dispersed; Buoys disappeared; Caution with regard to depths.*

*No. 280 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 996 of 1921), are republished :—

(1) Wrecks dispersed :

*Position.*—At a distance of about  $1\frac{1}{4}$  miles eastward from Vakalapudi lighthouse.

Lat.  $17^{\circ} 00'$  N., long.  $82^{\circ} 19'$  E. (*approx.*).

*Remarks.*—The wreck (1903) in the above position, together with the other uncharted wrecks in Cocanada bay, has been destroyed. The wreck symbol and buoy and the cautionary note regarding the uncharted wrecks are to be expunged from the chart.

## (2) Buoys disappeared :

*Details.*—The four buoys marking the spit at the canal entrance have disappeared and are to be expunged from the chart together with the cautionary note regarding their liability to drift, etc.

## (3) Depths:

*Caution.*—The depths in Cocanada bay are reported to be gradually decreasing; a note to this effect, with the year date "(1921)," is to be inserted on the chart.

*Chart affected.*—No. 1711, Plan of Cocanada bay.

*Publication.*—Bay of Bengal Pilot, 1910, pages 243, 244; Supplement No. 5, 1920.

*Authority.*—H.M.S. *Caroline*, Remark Book, 1921. (H. 3186-21.)

## CHINA, EAST COAST—FORMOSA STRAIT, HU I TAU BAY ENTRANCE.

*Dodd Island—New light to be established.*

*No. 281 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 998 of 1921), are republished :—

*Date of establishment.*—On or about 31st July 1921.

*Position.*—Lat. 24° 26' N., long. 118° 30' E. (*approx.*).

*Details.*—It is intended to replace the occulting white and red light by a new light the character of which will be *group flashing*, with *white* and *red* sectors, showing *two* flashes in quick succession *every fifteen seconds*; the limits of the sectors will remain unaltered.

*Remarks.*—Whilst the above alteration is being carried out the undermentioned temporary light will be exhibited :

*Character.*—*Flashing white every five seconds*, thus :

Flash,	eclipse.
1 sec.	4 sec.

*Visibility.*—10 miles.

*Note.*—Further Notice will be given when information has been received respecting the establishment of the new permanent light.

*Charts temporarily affected.*—No. 1959, Hu i tau and Chimo bays.

„ 1760, The Brothers to Ockseu islands.

„ 1968, Formosa island and strait.

„ 2412, Amoy to Nagasaki.

„ 1262, Hongkong to Gulf of Liangtung.

„ 1263, China sea.

*Publications.*—List of Lights, Part VI. 1921, No. 1544.  
China Sea Pilot, Vol. V, 1912, pages 135, 136.

*Authority.*—Shanghai Notice No. 726 of 25th April 1921. (H. 3433-21.)

CHINA—GULF OF PE-CHILI.

*Pei-Ho (Peking River) entrance—Light established on dike.*

No. 282 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 999 of 1921), are republished :—

*Position.*—At end of dike recently constructed, and at a distance of 5.70 cables, 103°, from the light-beacon forming the Taku bar front leading mark.

Lat. 38° 58' N., long. 117° 43' E. (approx.).

*Abridged description.*—Lt. F. Gn., vis. 1 m.

*Characteristics :*

*Character.*—Fixed green.

*Elevation.*—Not stated.

*Visibility.*—One mile; from 191° through west to 303°.

*Structure.*—Beacon.

*Note.*—The note on the chart "Beacons or white lights in line" against the Taku bar leading line is to be altered to read "Beacons or lights in line."

*Remarks.*—The new dike, which is known as "South dike," extends in a 283° direction from the above position to the shore. The outer end of the dike terminates at the point of intersection of the Taku bar leading line and the outward turning transit.

*Charts affected.*—No. 2653, Pei-ho or Peking river.

„ 598, Li tsin ho to Ning hai.

*Publications.*—List of Lights, Part VI, 1921, No. 1656.  
China Sea Pilot, Vol. V, 1912, page 495; Supplement No. 5, 1920.

*Authority.*—Shanghai Notice No. 723 of 1st April 1921. (H. 3018-21.)

BAY OF BENGAL—BURMA, ARAKAN RIVER.

*Akyab, Inner Bar—Amendments to chart with regard to depths.*

No. 283 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1030 of 1921), are republished :—

*Position.*—Akyab, lat. 20° 08' N., long. 92° 54' E. (approx.).

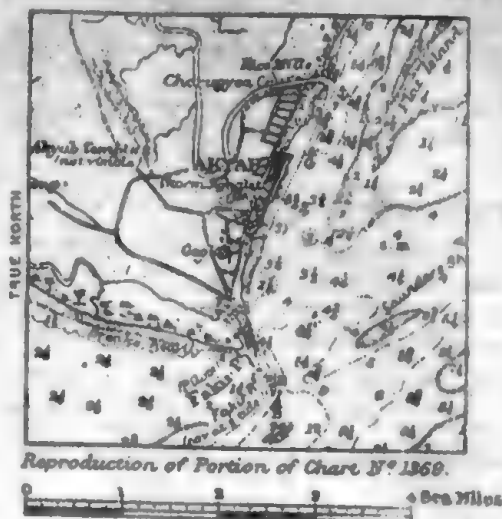
*Details.*—Amendments to the charts with regard to depths on the inner bar and vicinity, consequent upon a recent survey, are shown on the accompanying reproductions of portions of charts Nos. 1884 and 1369.

From the reproductions it will be observed that a general decrease in depths has taken place; the survey, as shown, revealed a least depth of 20 feet (6 = 1) on the inner bar April 1921.

The new position of Lower Spit buoy and certain minor amendments to the chart in the vicinity of Akyab are also shown on the reproductions.







#### NORTH PACIFIC OCEAN—GILBERT ISLANDS.

*Apamama Hopper Island—Breakers reported eastward of.*

*No 284 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1036 of 1921), are republished:—

*Position.*—At a distance of about 215 miles eastward of Apamama.  
Lat.  $0^{\circ} 40' 00''$  N., long.  $177^{\circ} 24' 30''$  E. (*approx.*).

*Remarks.*—The above position is to be encircled by a danger line on the charts and marked with the note "*Breakers reported (1921).*"

*Charts affected.*—No. 781, Pacific ocean—north-west sheet.  
„ 2483, Atlantic and Indian oceans, &c.  
„ 2683, Pacific ocean.

*Publication.*—Pacific Islands Pilot, Vol. II, 1918, page 578.

*Authority.*—Tokyo Notice No. 135 of 1921. (*H. 3562-21.*)

#### CHINA, NORTH-EAST COAST—SHANTUNG PROMONTORY.

*Mu I Tau (South-east promontory)—Amended position of wreck eastward of.*

*No. 285 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1037 of 1921), are republished:—

*Former Notice.*—No. 383 of 1921. (*This Office No. 214 of 1921.*)

*Position.*—At a distance of about 14 cables south-eastward of position given in former Notice and 1.60 miles,  $078^{\circ}$ , from the lighthouse near Iltis cemetery on the south-eastern point of Mu i tau.

Lat.  $36^{\circ} 54'$  N., long.  $122^{\circ} 32'$  E. (*approx.*).

*Description.*—Sunken wreck of the SS. *Hsintah*, with masts showing above high water.

*Charts affected.*—No. 3299, Shitau bay and approaches.  
„ 3491, Shitau bay to North-east promontory.

*Authority.*—Shanghai Notice No. 725, dated 18th April 1921. (*H. 3432-21.*)



*Details.*—The accompanying reproduction of portions of charts Nos. 934 and 1654 shows the necessary corrections to those charts with regard to—

(a) Reefs and rocks in Saubi road.

(b) A 2-fathom (3m) shoal westward of Saubi island.

*Charts affected.*—No. 934, Plan of Saubi road.

„ 1654, Island of Java—eastern portion.

„ 941b, Eastern archipelago—sheet 2 (b).

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 178.

*Authority.*—Netherlands Government Chart. (H. 2929-21.)



*Reproduction of Portion of Chart N° 934*



*Reproduction of Portion of Chart N° 1654*





JAPAN—SHIMONOSEKI KAIKYO.

*O Selo—Depths.*

No. 288 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1049 of 1921), are republished:—

(a) *Position*.—At a distance of 5·20 cables, 227°, from Yamazoko no hana lighthouse.

Lat. 33° 55' N., long. 130° 55' E. (approx.).

*Depth*.—3 fathoms (5<sup>m</sup>5).

(b) *Position*.—At a distance of 5·20 cables, 223°, from the same lighthouse.

*Depth*.—3½ fathoms (6<sup>m</sup>0).

*Charts affected*.—No. 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

*Publication*.—Japan Pilot, 1914, pages 570, 572.

*Authority*.—Tokyo Notice No. 126 of 1921. (H. 3560-21.)

RED SEA, EASTERN SHORE—JIDDA APPROACH.

*Gaham Reef—Beacon re-established.*

No. 289 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1058 of 1921), are republished:—

*Former Notice*.—No. 529 of 1921. (This Office No. 237 of 1921.)

*Position*.—On the northern end of the reef.

Lat. 21° 27' N., long. 39° 07' E. (approx.).

*Note*.—The note “(Destroyed 1921)” against Gaham beacon is to be expunged from chart No. 2599.

*Remarks*.—This beacon is to be re-inserted on chart No. 8c.

*Charts affected*.—No. 2599, Jidda, with its approaches.

„ 8c, Red sea—sheet 3.

*Publications*.—Red Sea Pilot, 1909, pages 321, 322; Revised Supplement (3), 1917.

Red Sea Pilot, 1921 (in press).

*Authority*.—British Agent and Consul, Jidda. (H. 3607-21.)

AFRICA—EAST COAST.

*Dar-es-Salaam Light—Temporary alteration in character.*

No. 290 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 91M. of 1921), are republished:—

*Former Notice*.—No. 72M. of 1921. (This Office No. 152 of 1921.)

*Position*.—On outer Makatumba islet.

Lat. 6° 47½' S., long. 39° 20' E.

*Details*.—The flashing white light, every 10 seconds, exhibited from the above position, has been temporarily suspended and is replaced by a fixed light, visible about 6 miles.

*Charts temporarily affected.*—No. 674. Dar-es-Salaam, etc.

„ 640z, Pangani to Ras Kimbiji—  
southern sheet.

„ 662, Kilwa Point to Zanzibar  
Channel.

„ 669, Cape Delgado to Port Mombasa.

*Publications.*—List of Lights, Part VI, 1921, No. 103.

East Coast of Africa Pilot, Part III, 1915, page 373.

*Authority.*—The Commander-in-Chief, East Indies, Telegram, dated  
“Diyatalawa,” 10th July 1921.

#### CHINA—YANGTZE RIVER.

*Eastern entrance to Demodocus Channel—Buoy established.*

No. 291 (*third publication*).—The Coast Inspector, Shanghai, has given notice (No. 733 of 1921) that a 6-foot buoy, painted in *red* and *black* vertical stripes, has been established to mark the south-eastern extremity of the Middle Ground between the Cooper Bank Crossing and the eastern entrance to the Demodocus Channel.

This buoy, which is to be known as the Cooper Bank Crossing Middle Ground Spit Buoy, is moored in about 30 feet of water at low water of spring tides.

From the buoy, South Beacon bears S. 51° E. (magnetic), distant 1.5 miles.

#### INDIA, EAST COAST—BAY OF BENGAL.

*Caution. Off Havelock Point—Report of a derelict barque “Star”.*

No. 292 (*third publication*):—

*Subject.*—Barque “Star” of Chittagong was abandoned 24 miles south of Havelock Point.

*Caution.*—Mariners are hereby warned.

*Authority.*—Presidency Port Officer, Madras, Notice No. 24 of 18th July 1921.

#### BAY OF BENGAL—CHITTAGONG COAST.

*Chittagong, Karnafuli river—Buoy established.*

No. 293-I. (*third publication*):—

*Subject.*—A mooring buoy painted red has been placed in the following position:—

*Position.*—Black Diamond 98° 15' (S. 82° 20' E. Mag.).

Cross & Ball 59° 50' (N. 59° 15' E. Mag.).

*Variation.*—0° 35' E.

*Chart affected.*—No. 84, Chittagong (Karnafuli) river.

*Publication.*—Bay of Bengal Pilot, 1910, page 322.

*Authority.*—Port Officer, Chittagong, Notice, dated 29th July 1921.

RED SEA.

*Submarine cable buoys laid.*

No. 294 (*third publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 92M. of 1921), are republished:—

*Details.*—Information dated 21st July 1921 has been received from the Eastern Telegraph Co., Ltd., that 5 unlighted submarine cable buoys have been moored in the following positions:—

- (1) *Position.*—Lat.  $13^{\circ} 06' 45''$  N., long.  $43^{\circ} 04' 15''$  E.
- (2) *Position.*—Lat.  $16^{\circ} 47' 48''$  N., long.  $40^{\circ} 28' 00''$  E.
- (3) *Position.*—Lat.  $16^{\circ} 48' 54''$  N., long.  $40^{\circ} 29' 24''$  E.
- (4) *Position.*—Lat.  $23^{\circ} 45' 12''$  N., long.  $36^{\circ} 09' 54''$  E.
- (5) *Position.*—Lat.  $27^{\circ} 23' 08''$  N., long.  $34^{\circ} 04' 10''$  E.

*Charts temporarily affected.*—No. 8e, Red Sea, Sheet 5 (1).

„ 8d, Red Sea, Sheet 4 (2-3).

„ 8b, Red Sea, Sheet 2 (4).

„ 8a, Red Sea, Sheet 1 (5).

„ 2523, Red Sea, (1, 2, 3, 4, 5).

*Authority.*—The Director, Royal Indian Marine, Bombay, dated 22nd July 1921.

W. K. THYNE, COMMANDER, R.I.M.,

*Deputy Port Officer of Calcutta.*





# The Calcutta Gazette

WEDNESDAY, SEPTEMBER 7, 1921.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,  
*Port Officer of Calcutta.*

A. MARR,  
*Secretary to the Government of Bengal,  
Marine Department.*

CALCUTTA, the 29th August 1921.

### RED SEA.

*Submarine cable buoys—Removed.*

No. 324 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 96M of 1921), are republished :—

*Former Notice.*—No. 92-M. of 1921. (*This office No. 294 of 1921.*)

*Details.*—Information dated 8th August 1921 has been received from the Eastern Telegraph Company, Limited, that 5 unlighted submarine cable buoys, which were temporarily moored in the following positions, have been withdrawn :—

- (1) *Position.*—Lat.  $13^{\circ} 06' 45''$  N., long.  $43^{\circ} 04' 15''$  E.
- (2)     "     Lat.  $16^{\circ} 47' 48''$  N., long.  $40^{\circ} 28' 00''$  E.
- (3)     "     Lat.  $16^{\circ} 48' 54''$  N., long.  $40^{\circ} 29' 24''$  E.
- (4)     "     Lat.  $23^{\circ} 45' 12''$  N., long.  $36^{\circ} 09' 54''$  E.
- (5)     "     Lat.  $27^{\circ} 23' 08''$  N., long.  $34^{\circ} 04' 10''$  E.

*Charts which were temporarily affected.*—No. 8e, Red Sea, Sheet 5 (1).  
 „ 8d, Red Sea, Sheet 4 (2·3).  
 „ 8b, Red Sea, Sheet 2 (4).  
 „ 8a, Red Sea, sheet 1 (5).  
 „ 2523, Red Sea, (1·2·3·4·5).

*Authority.*—The Port Officer, Bombay, dated 8th August 1921.

#### BAY OF BENGAL—BURMA—RANGOON RIVER.

*Chokey Lumps—Shoal patch reported to exist.*

*No. 325 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 97M. of 1921), are republished:—

*Details.*—In consequence of an examination on the 26th and 27th July 1921, in the vicinity of Chokey Lumps, a shoal patch of 12 feet has been discovered approximately in the following position:—

*Position.*—At a distance of 250 feet 78½° from the Lower Chokey red conical buoy. Lat. 16° 40' N., long. 96° 14½' E.

*Depth.*—12 feet.

*Charts affected.*—No. 833, Rangoon River and approaches.  
 „ 823, Koronge Island to White Point.

*Publication.*—Bay of Bengal Pilot, 4th Edition, 1910, page 461.

*Authority.*—Deputy Conservator of the Port of Rangoon, dated the 28th July 1921.

#### INDIA, WEST COAST—KARACHI HARBOUR.

*Manora point—Breakwater light re-exhibited.*

*No. 326 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 99 M. of 1921), are republished:—

*Former Notice.*—No. 95-M. of 1921. (*This office No. 322 of 1921.*)

*Position.*—At the end of the Manora breakwater.  
 Lat. 24° 47' N., long. 66° 59' E.

*Details.*—The white occulting light shown from the end of the Manora breakwater, which was temporarily reported to have gone out, has been re-exhibited.

*Charts which were temporarily affected.*—No. 40, Karachi Harbour.

„ 41, Cape Monze to Kediwari mouth.

„ 39, Sind and Kutch Coasts.

„ 38, Maskat to Karachi.

„ 826, Karachi to Vengurla.

*Publications.*—West Coast of India Pilot, 1919, page 336.

Indian List of Lights, 40th issue, 1921, in press.

*Authority.*—The Port Officer, Karachi, and Telegram dated 12th August 1921.

## CEYLON, SOUTH COAST.

*Point de Galle—Light temporarily extinguished.**No. 327 (first publication).—**Subject.*—The Point de Galle light will be temporarily extinguished for repairs from the 1st September 1921.*Position.*—Lat.  $6^{\circ} 1' N.$ , long.  $80^{\circ} 13' E.$ *Remarks.*—A further notice will be issued when the light is re-exhibited.*Charts affected.*—No. 819, Approaches to Galle harbour.

„ 3700, Colombo to Galle.

„ 3265, Galle to Little Basses.

„ 813, Ceylon, south part.

„ 828, Cape Comorin to Cocanada.

„ 70, Bay of Bengal.

*Publications.*—List of Lights, Part VI, 1921, No. 511.  
Bay of Bengal Pilot, 1910, page 118.*Authority.*—Master Attendant, Colombo, Notice dated 5th August 1921.*The 19th August 1921.*

## NEW GUINEA—LOUISIADE ARCHIPELAGO.

*Pana Rora Island—Shoal southward of, to be inserted on Chart No. 1477.**No. 305 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1129 of 1921), are republished:—*Position.*—At a distance of about one mile southward from the eastern extremity of Pana Rora island.Lat.  $4^{\circ} 07' 51'' S.$ , long.  $152^{\circ} 30' 30'' E.$ *Remarks.*—The above position is to be encircled on the chart by a danger line with the note "*Shoal reported (1886).*"*Note.*—This shoal is already shown on chart No. 2124.*Chart affected.*—No. 1477, Jomard entrance to Yeina island.*Publication.*—Pacific Islands Pilot, Vol. I, 1908, page 141.*Authority.*—Hydrographic Department. (*H. 3644-21.*)

## BORNEO, WEST COAST.

*Padang Tikar River approach—Light buoy established in place of buoy.**No. 306 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1131 of 1921), are republished:—*Position.*—In the position formerly occupied by the black conical buoy with ball topmark, which has been withdrawn.Lat.  $0^{\circ} 39' S.$ , long.  $109^{\circ} 05' E.$  (*approx.*).



*Description.*—A black light-buoy exhibiting an occulting white light.

*Charts affected.*—No. 3721, Masa Tiga island to Pontianak.

„ 2160, Carimata strait.

„ 941a, Eastern Archipelago—sheet 1.

„ 2660a, China sea, southern portion—western sheet.

*Publication.*—China Sea Pilot, Vol. II, 1915, page 233; Supplement No. 5, 1921.

*Authority.*—Hague Notice No. 1147 of 1921. (*H.* 3868-21.)

#### EASTERN ARCHIPELAGO—SAWU ISLAND, NORTH-WEST COAST.

##### *Seba Road—Existence of shoal.*

*No. 307 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1132 of 1921), are republished:—

*Position (approximate).*—At a distance of 3·20 cables, 301°, from the lighthouse at Seba.

Lat. 10° 29' S., long. 121° 50' E. (*approx.*).

*Depth.*—One fathom (1°8).

*Remarks.*—The shoal is of small extent.

*Chart affected.*—No. 2468, Plan of Seba road.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 295.

*Authority.*—Hague Notice No. 1086 of 1921. (*H.* 3776-21.)

#### JAPAN—INLAND SEA, HONSHU ISLAND.

##### *Hibi Wan and vicinity—Harbour works completed; Measured distance.*

*No. 308 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1133 of 1921), are republished:—

*Position.*—Hibi wan, lat. 34° 27' N., long. 133° 55' E. (*approx.*).

*Details.*—The harbour works at Hibi wan have now been completed and a measured distance, indicated by beacons, has been established as shown on the accompanying reproduction of portions of charts Nos. 1969 and 128.

*Charts affected.*—No. 1969, Ozuchi jima to Funoko sima.

„ 128, Bingo nada and Ozuchi jima.

*Publication.*—Japan Pilot, 1914, page 312; Supplement No. 4, 1920.  
*Authority.*—Tokyo Notice No. 22 of 1921. (H. 1854-21.)



Reproduction of Portion of Chart N°1969

0 5 10 Cables  
or 1 Sea Mile



Reproduction of Portion of Chart N°128.

0 5 10 Cables  
or 1 Sea Mile

## MAKASSAR STRAIT—CELEBES, WEST COAST.

*Cape Mandar (Tanjong Rangasa) light—Amended position.*

*No. 309 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1134 of 1921), are republished:—

*Position.*—At a distance of 4.50 cables,  $307^{\circ}$ , from charted position.

Lat.  $3^{\circ} 34' S.$ , long.  $118^{\circ} 56' E.$  (*approx.*).

*Description.*—A group flashing white light.

*Note.*—The eastern limit of the arc of visibility is to be amended on the charts to agree with the corrected position of the light.

*Charts affected.*—No. 2662, Plan of Majene road and Balanguipa road.

„ 2637, South part of the Strait of Makassar.

*Publication.*—List of Lights, Part VI, 1921, No. 1023.

*Authority.*—Netherlands Government Chart. (*H. 3669-21.*)

## BORNEO, EAST COAST—SESAJAP RIVER ENTRANCE.

*Johanna Reef—Shoal westward of.*

*No. 310 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1141 of 1921), are republished:—

*Position.*—At a distance of about  $4\frac{1}{2}$  miles southward of the southern extremity of Bunju.

Lat.  $3^{\circ} 22' 24'' N$ , long.  $117^{\circ} 50' 46'' E.$ , on chart No. 3577.

*Depth.*—Three-quarters of a fathom (1 m4).

*Charts affected.*—No. 3577, Sesajap and Bulungan rivers.

„ 2636, North part of the Strait of Makassar.

„ 2660b, China sea, southern portion—eastern sheet.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 441.

*Authority.*—Hague Notice No. 1082 of 1921. (*H. 3773-21.*)

## WESTERN AUSTRALIA—CHAMPION BAY.

*Geraldton and Approaches—Amendments to charts.*

*No. 311 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1147 of 1921), are republished:—

*Position.*—Geraldton, lat.  $28^{\circ} 47' S.$ , long.  $114^{\circ} 37' E.$  (*approx.*).



*Details.*—The accompanying reproductions of portions of charts Nos. 1725 and 1723 show the following:—

- (a) Amendments to charts with regard to shoals.
- (b) Extension of the North jetty and amended position of front leading light.
- (c) New pile jetty completed, from which a *green* light is exhibited.
- (d) Position of certain landmarks.

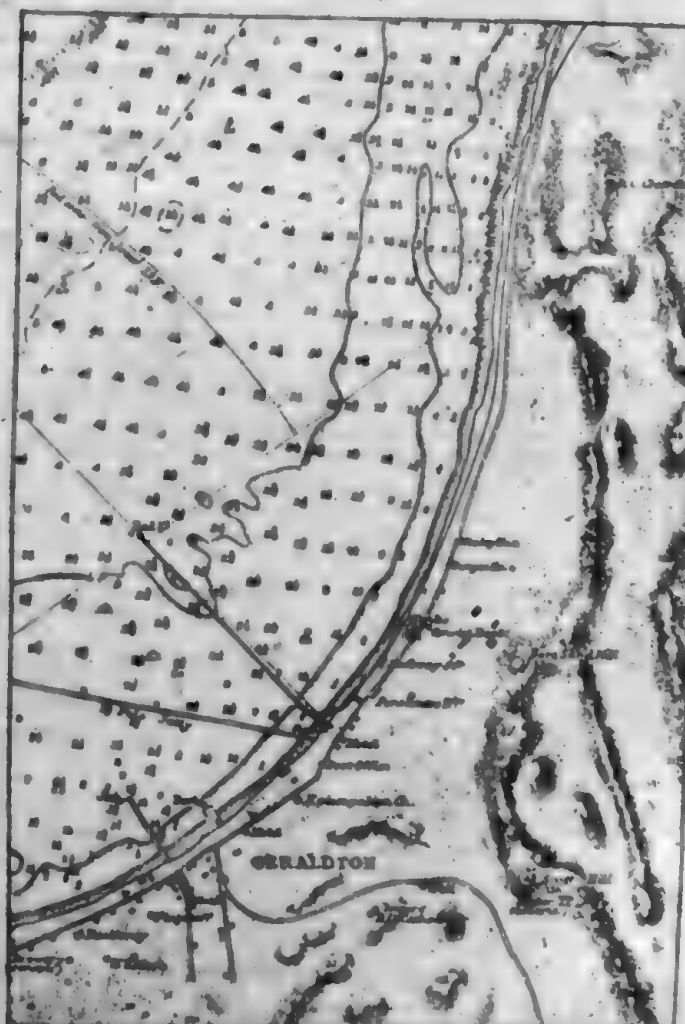
*Charts affected.*—No. 1725, Champion bay.

„ 1723, The Houtman rocks, &c.

*Publications.*—List of Lights, Part VI, 1921, Nos. 2265, 2267.

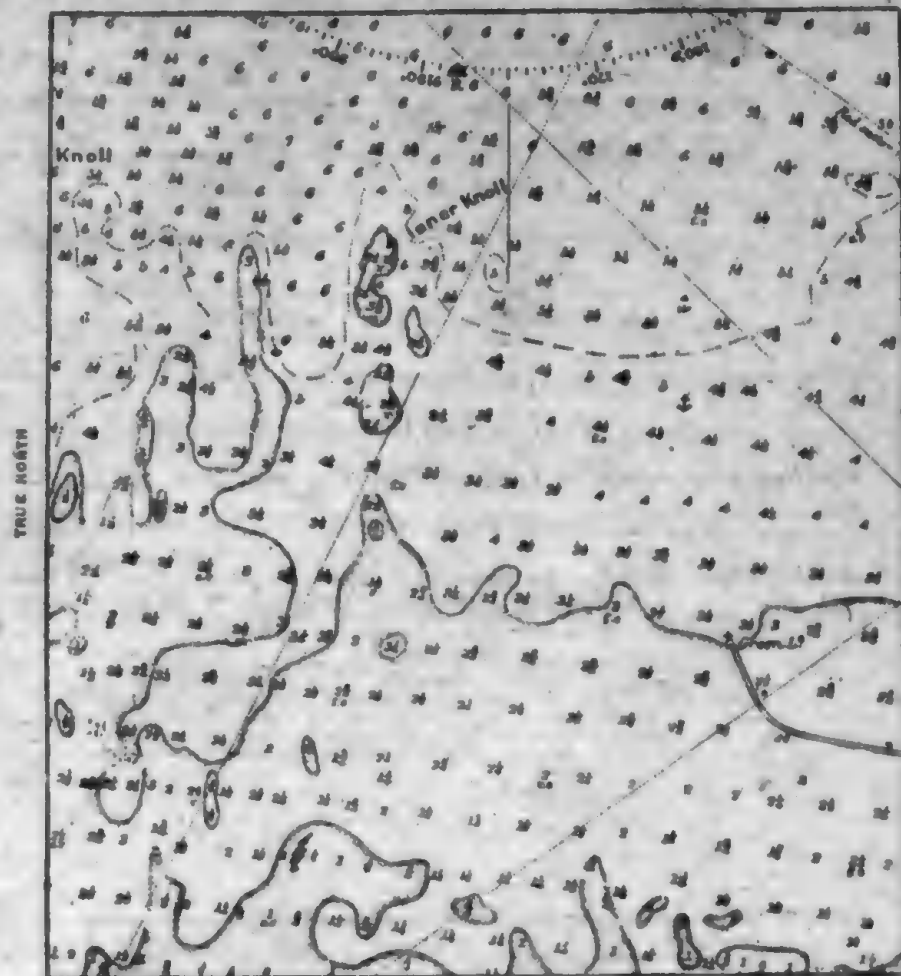
Australia Pilot, Vol. V, 1914, pages 335, 336.

*Authority.*—H.M.S. *Geranium*. Hyd. Note No. 1 of 1921 and Public Works Department, Western Australia. (H. 2390-21.)



Reproduction of Portion of Chart No. 1725

McGill  
100m



Reproduction of Portion of Chart N° 1725

10 Fathoms or  
1.5 Sea Miles

*Charts affected.*—No. 2555, Eastern part of the Celebes sea.

„ 943, Molucca passage to Manila.

*Publication.*—Eastern Archipelago Pilot, Part III, 1911, page 35.

*Authority.*—Hague Notice No. 489 of 1921. (*H.* 1786-21.)

# AFRICA, EAST COAST—TANGANYIKA TERRITORY, DAR ES SALAAM.

*Outer Makatumbé Island—Light irregular.*

*No. 313 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1163 of 1921), are republished:—

*Former Notice.*—No. 926 of 1921. (*This Office No. 152 of 1921.*)

*Position.*—Lat. 6° 48' S., long. 39° 20' E. (*approx.*).

*Details.*—The *flashing white* light in the above position is irregular. Further Notice will be given when the light is again working normally.

*Charts temporarily affected.*—No. 674, Dar es Salaam and adjoining anchorages.  
 „ 640a, Pangani to Ras Kimbiji—southern sheet.  
 „ 662, Kilwa point to Zanzibar channel.  
 „ 597, Delagoa bay to Cape Guardafui.  
 „ 748b, Indian ocean—northern portion.

*Publications.*—List of Lights, Part VI, 1921, No. 103.

Africa Pilot, Part III, 1915, page 373.

*Authority.*—Commander-in-Chief, East Indies Station. (*H.* 4114-21.)

# BAY OF BENGAL—NICOBAR ISLANDS.

*Nancowry Harbour—Correction to charts with regard to shoals and shoal depths.*

*No. 314 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1170 of 1921), are republished:—

*Position.*—Naval point, lat. 8° 02' N., long. 93° 33' E. (*approx.*).

Distance and bearing from southern extremity of Naval point.	Depth.
(a) 2.05 miles, 107½°	... 5 fathoms (9 <sup>m</sup> 1).
(b) 2 miles, 107½°	... 4 „ (7 <sup>m</sup> 3).
(c) 1.84 miles, 107°	... 5 „ (9 <sup>m</sup> 1).
(d) 1.19 miles, 106°	... 5 „ (9 <sup>m</sup> 1).
(e) 1.24 miles, 259°	... 5½ „ (10 <sup>m</sup> 0).
(f) 1.95 miles, 244°	... 6 „ (11 <sup>m</sup> 0).

*Note.*—The foregoing depths are not shown on certain copies of the charts and are to be inserted accordingly as indicated below.

*Charts affected.*—No. 841, Nancowry harbour.

„ 840, Nicobar islands. (*b*)

„ 830, Bassein river to Pulo Penang. (*b*)

*Publication.*—Bay of Bengal Pilot, 1910, pages 381, 382; Supplement No. 5, 1920.

*Authority.*—Hydrographic Department. (*H.* 3216-21.)

## CHINA, NORTH COAST—SHANTUNG.

*North-east promontory light—Alteration in character.*

*No. 315 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1171 of 1921), are republished :—

*Former Notice.*—No. 783 of 1921 (*This office No. 276 of 1921*) hereby cancelled.

*Position.*—Lat.  $37^{\circ} 24'$  N., long.  $122^{\circ} 42'$  E. (*approx.*).

*New abridged description.*—Lt. Gp. Fl. (2) *ev. 15 sec., Red & Wh., 220 ft., vis. 22m.*

*Details.*—The occulting red and white light has been replaced by a *group flashing white light*, with *red sectors*, showing *two flashes in quick succession every fifteen seconds*.

*Remarks.*—The sectors and other characteristics of the light remain unchanged; the two provisional flashing white lights which were exhibited while the alteration was being carried out have been discontinued.

*Charts affected.*—No. 3457, Li tau bay to Chu tau.

- „ 3491, Shitau bay to North-east promontory.
- „ 1255, Kyau chau bay to Lai chau bay
- „ 3480, Shantung promontory to Nagasaki.
- „ 1256, Gulfs of Pe chili and Liao tung.
- „ 1262, Hongkong to Gulf of Liao tung.
- „ 2347, Honshu, Kiusin, and Shikoku, &c.
- „ 2459, North-west Pacific ocean, &c.

*Publications.*—List of Lights, Part VI, 1921, No. 1633.  
China Sea Pilot, Vol. V, 1912, page 446.

*Authority.*—Shanghai Notice No. 730 of 13th May 1921. (*H. 3885-21.*)

## JAPAN—HONSHU, SOUTH COAST.

*Inatori Light—Red Sector discontinued.*

*No. 316 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1172 of 1921), are republished :—

*Position.*—Lat.  $34^{\circ} 47'$  N., long.  $139^{\circ} 08'$  E. (*approx.*).

*New abridged description.*—Lt. F., 423 ft., vis. 10 m.

*Details.*—The red sector of this *fixed* light has been discontinued, and is to be expunged from the charts.

*Charts affected.*—No. 953, Omai saki to Tsurugi saki.  
„ 996, Kii saido to Tokyo.

*Publications.*—List of Lights, Part VI, 1921, No. 2047.  
Japan Pilot, 1914, page 188.

*Authority.*—Tokyo, Department of Communications, Notice No. 782 of 1921. (*H. 3884-21.*)



AFRICA, EAST COAST—TANGANYIKA TERRITORY, DAR ES SALAAM.

*Outer Makalumbe Island light—Temporary alteration in character.*

*No. 317 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1174 of 1921), are republished:—

*Former Notices.*—Nos. 926 and 1163 of 1921. (*This office Nos. 152 and 313 of 1921.*)

*Position.*—Lat.  $6^{\circ} 48' S.$ , long.  $39^{\circ} 20' E.$  (*approx.*).

*Alteration.*—The character of the light has been temporarily altered from flashing white to *fixed white*, with a visibility of 6 miles.

*Note.*—Further notice will be given when the normal character of the light has been resumed.

*Charts temporarily affected.*—No. 674, Dar es Salaam and adjoining anchorages.

„ 640a, Pangani to Ras Kimbiji—southern sheet.

„ 662, Kilwa point to Zanzibar channel.

„ 597, Delagoa bay to Cape Guardafui.

„ 748b, Indian ocean—northern portion.

*Publications.*—List of Lights, Part VI, 1921, No. 103.  
Africa Pilot, Part III, 1915, page 373.

*Authority.*—Commander-in-Chief, East Indies Station. (*H. 4114-21.*)

EASTERN ARCHIPELAGO—CELEBES, WEST COAST.

*Mampya Road—Amendment to chart with regard to reefs.*

*No. 318 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1177 of 1921), are republished:—

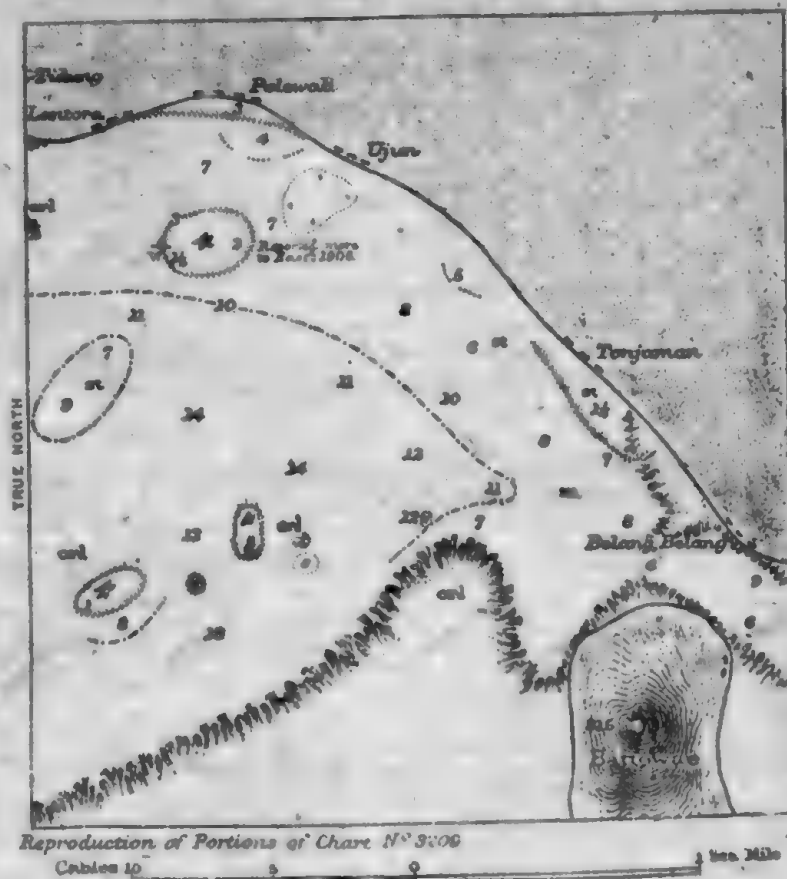
*Position.*—Battowae island summit, lat.  $3^{\circ} 29' S.$ , long.  $119^{\circ} 22' E.$  (*approx.*).

*Details.*—The accompanying reproduction of a portion of the plan of Mampya road on chart No. 3209 shows the necessary corrections to that plan with regard to the existence of reefs.

*Chart affected.*—No. 3209, Plan of Mampya road.

*Publication.*—Eastern Archipelago Pilot, Part II, 1911, page 401.

Authority.—Netherlands Government Chart. (H, 3668-21.)



## GULF OF ADEN.

### Aden Outer Harbour—Decreased depths.

No. 319 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1178 of 1921), are republished:—

*Position.*—Pinnacle rock, lat.  $12^{\circ} 46' N.$ , long.  $44^{\circ} 55' E.$  (approx.).

*Details.*—The accompanying reproduction of portions of chart No. 7 shows the necessary corrections with regard to decreased depths in the outer harbour at Aden.

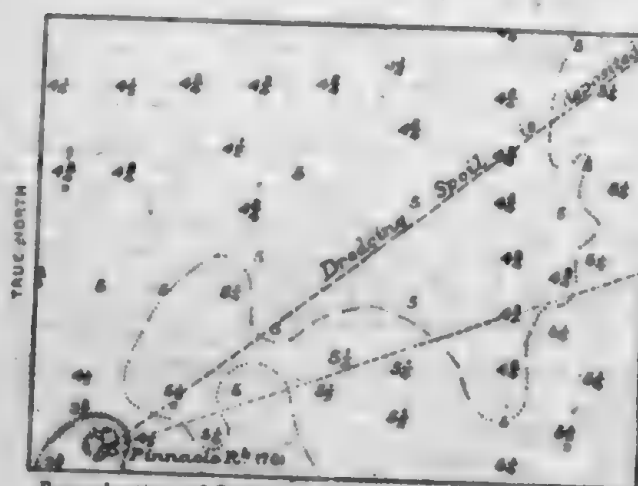
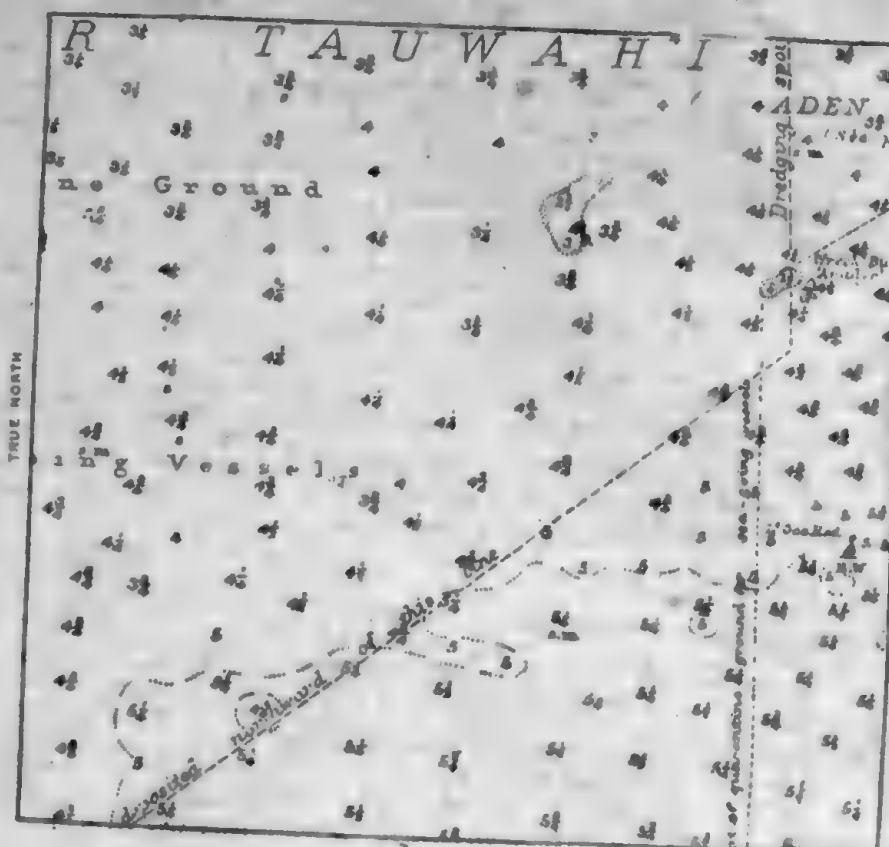
*Remarks.*—It is intended to mark the  $4\frac{1}{2}$ -fathom ( $7\text{m}8$ ) patch, situated about  $1\frac{1}{2}$  miles north-eastward of Pinnacle rock, by a black can-buoy, concerning which further Notice will be given.

*Chart affected*—No. 7; Aden harbour and approaches.

*Publications.*—Red Sea, &c., Pilot, 1909, pages 404, 405; Revised Supplement (3), 1917.

Red Sea, &c., Pilot, 1921 (in press).

Authority.—Port Officer, Aden. (H. 3531-21.)



Reproduction of Portions of Chart No. 7.



### BAY OF BENGAL—INDIA, EAST COAST.

*Coleroon Point—Caution with regard to extension of shoal water.*

*No. 320 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1186 of 1921), are republished:—*

*Position.—Coleroon point, lat. 11° 28' N., long. 79° 48' E. (approx.).*

**Caution.**—Shoal water extends further seaward than charted off the coast between Coleroon point and the southern mouth of Coleroon river situated about 3 miles southward from the point.

**Note.**—A note to this effect, with year date “(1921)” is to be placed on the chart.

**Chart affected.**—No. 71, Madras to Calimere point.

**Publication.**—Bay of Bengal Pilot, 1910, page 209.

**Authority.**—Commander-in-Chief, East Indies. (H. 3891-21.)

### PERSIAN GULF.

**Rakaz Zakum**—Decreased depth reported south-eastward of, Zirkuh Island—Additional soundings reported southward of.

**No. 321 (second publication).**—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 94M. of 1921), are republished:—

#### (1) Decreased depth—

**Rakaz Zakum position:**

Lat.  $24^{\circ} 48'$  N., long.  $53^{\circ} 46'$  E. Approximate on chart No. 2837a.

**Details.**—At a distance of about 4 miles  $099^{\circ}$  from Rakaz Zakum 3-fathom shoal; a shoal is reported to exist, having a depth of  $2\frac{1}{2}$  fathoms and extending from this position in the direction of  $249^{\circ}$  for 5 miles up to the 5 fathom line shown on the above chart.

**Remarks.**—The 5 fathom line appears to be approximately correct, but 6-fathom soundings shown inside it are misleading.

#### (2) Additional soundings—

**Zirkuh island position:**

Lat.  $24^{\circ} 53'$  N., long.  $53^{\circ} 5'$  E. Approximate on chart No. 2837b.

**Details.**—Positions with regard to the additional soundings southward of Zirkuh island, on chart No. 2837b and extending up to 5 fathom line of Rakaz Zakum on chart No. 2837a are as follows.

Distance and bearing from Zirkuh island.	Additional soundings.
(a) 11.00 miles, $226^{\circ}$	... $9\frac{1}{2}$ fathoms.
(b) 8.4     " $209^{\circ}$	... $8\frac{1}{2}$ "
(c) 7.00     " $186^{\circ}$	... $7\frac{1}{2}$ "
(d) 8.00     " $156^{\circ}$	... $6\frac{1}{2}$ "
(e) 10.00    " $135^{\circ}$	... $7\frac{1}{2}$ "
(f) 13.00    " $123^{\circ}$	... $8\frac{1}{2}$ "
(g) 16.5     " $117^{\circ}$	... $9\frac{1}{2}$ "
(h) 19.7     " $113^{\circ}$	... $9\frac{1}{2}$ "
(i) 22.5     " $112^{\circ}$	... $8\frac{1}{2}$ "
(j) 25.00    " $109^{\circ}$	... $10\frac{1}{2}$ "
(k) 27.9     " $107^{\circ}$	... 10       "

**Charts affected.**—No. 2837a, Persian Gulf, eastern sheet.

.. 2837b, Persian Gulf, western sheet.

**Publication.**—Persian Gulf Pilot, 1915, pages 91, 95.

**Authority.**—Commander in Command, H. M. S. *Cyclamen*. Hydrographic note No. 6, dated 27th July 1921.



INDIA—WEST COAST, KARACHI HARBOUR.

*Manora Point Breakwater—Light temporarily extinguished.*

No. 322 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 95M. of 1921), are republished :—

*Position.*—At the end of the Manora breakwater.

Lat.  $24^{\circ} 47' N.$ , long.  $66^{\circ} 59' E.$

*Details.*—The white occulting light shown from the end of the Manora breakwater at an elevation of 53 feet, is reported to have gone out.

*Caution.*—Vessels are hereby warned not to enter the port during night, until further notice.

*Charts temporarily affected.*—No. 40, Karachi Harbour.

„ 41, Cape Monze to Kediwari month.

„ 39, Sind and Kutch Coasts.

„ 38, Muskat to Karachi.

„ 826, Karachi to Vengurla.

*Publications.*—West Coast of India Pilot, 1919, page 336.

Indian List of Lights, 40th issue, 1921, in press.

Admiralty List of Lights, Part VI, 1921, No. 326.

*Authority.*—The Port Officer, Karachi, dated 8th August 1921.

BAY OF BENGAL.

*Caution. Report of a derelict Dhow.*

No. 323 (second publication).—

*Subject.*—The Master of the SS. “Egra” reports having passed on the 17th August 1921 a derelict Dhow in the following position :—

*Position.*—Lat.  $19^{\circ} 42' N.$ , long.  $89^{\circ} 34' E.$

*Caution.*—Mariners are hereby warned.

*Charts affected.*—No. 829, Cocanada to Bassein river.

„ 70, Bay of Bengal.

*Authority.*—Arrival report of the SS. “Egra.” dated the 18th August 1921.

The 13th August 1921.

JAPAN, INLAND SEA—KURUSHIMA KAIKYO.

*Ohama Light—Alteration in characteristics.*

No. 295 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1074 of 1921), are republished :—

*Position.*—Lat.  $34^{\circ} 05' N.$ , long.  $132^{\circ} 59' E.$  (approx.).

*New abridged description.*—Lt. Alt. R. G. ev. 10 sec. 114 ft., vis. 17 m.

*Details.*—The group flashing white light has been replaced by a light having the undermentioned characteristics :—

*Character.*—Alternating red and green every ten seconds, thus :

<u>Red light,</u>	<u>green light.</u>
5 sec.	5 sec.

*Visibility.*—17 miles, from  $161^{\circ}$ , through south, to  $317^{\circ}$ .

*Power.*—Red light, 3,000 candles ; green light, 1,900 candles.

*Remarks.*—The other characteristics of the light remain unchanged.

*Charts affected.*—No. 83, Gogo shima to Miyo shima.

„ 2875, Naikai (Seto uchi) or Inland sea.

*Publications.*—List of Lights, Part VI, 1921, No. 1962.

Japan Pilot, 1914, page 330 ; Supplement No. 4, 1920.

*Authority.*—Tokyo, Department of Communications, Notice No. 461 of 1921. (H. 2440-21.)

## NEW ZEALAND—NORTH ISLAND, EAST COAST.

*Tauranga Harbour, North Rock—Light established.*

No. 296 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1075 of 1921), are republished:—

*Position.*—On the summit of North rock, northward of Maunga nui.  
Lat.  $37^{\circ} 37' S.$ , long.  $176^{\circ} 11' E.$  (approx.).

*Abridged description.*—(U) Lt. Fl. W. R. *rv.*  $8\frac{1}{2}$  sec. 39 ft. vis. 5 m.

*Characteristics:*

*Character.*—*Flashing, with white and red sectors, every eight and a half seconds, thus:*

Flash,	eclipse.
1.0 sec.	7.5 sec.

*Elevation.*—39 feet (11<sup>m</sup>9).

*Visibility.*—5 miles.

*Sectors.*—Red when bearing more than  $273^{\circ}$ ; White elsewhere.

*Structure.*—Dark red steel framework tripod on cylindrical structure, 17 feet (5<sup>m</sup>2) in height.

*Remarks.*—The light is unwatched.

*Charts affected.*—No. 2521, Tauranga harbour.

„ 3332, Mercury bay to Town point.

„ 2527, Mayor island to Poverty bay.

*Publications.*—List of Lights, Part VI, 1921, No. 2902b.  
New Zealand Pilot, 1919, page 237.

*Authority.*—Wellington Notice No. 16 of 1921. (H. 3611-21.)

## AUSTRALIA, NORTH COAST—CLARENCE STRAIT.

*Howard Channel—Amended position of light-buoys.*

No. 297 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1087 of 1921), are republished:—

## (1) Howard knoll light-buoy:

*Position.*—At a distance of about 7 cables northward of charted position.

Lat.  $11^{\circ} 59' 45'' S.$ , long.  $131^{\circ} 18' 45'' E.$  (approx.).

*Description.*—A black can light-buoy numbered “2,” exhibiting a group flashing red light.

## (2) Rooper rock light-buoy:

*Position.*—At a distance of about 5 cables south-eastward of charted position.

Lat.  $12^{\circ} 04' 30'' S.$ , long.  $131^{\circ} 11' 25'' E.$

*Description.*—A red can light-buoy numbered “3,” exhibiting a group flashing white light.

*Remarks.*—This light-buoy, which was not hitherto shown on chart No. 1704, is to be inserted thereon.

*Note.*—The following notes regarding the light-buoys in Clarence strait are to be inserted on the charts indicated:—

[Chart No. 1095.]

“CAUTION”

[Chart No. 613.]

“CAUTION.”

“The positions of the buoys are not to be depended upon.”

“The positions of the buoys in Clarence strait are not to be depended upon.”

*Charts affected.*—No. 1704, Adam bay and entrance of the Adelaide river. (2).

„ 1095, Clarence strait.

„ 613, Melville island, with Dundas and Clarence straits. (1).

*Publication.*—Australia Pilot, Vol. V, 1914, pages 96, 103, 104; Supplement No. 5, 1921.  
*Authority.*—Hydrographic Department, and Navy Office, Melbourne.  
 (H. 3619-21.)

## AFRICA, EAST COAST—TANGANYIKA TERRITORY.

*Mikindani (Pimlea) Harbour entrance—Alterations in buoyage.*

*No. 298 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1090 of 1921), are republished:—

*Position.*—Pemba, lat.  $10^{\circ} 15' S.$ , long.  $40^{\circ} 08' E.$  (approx.).

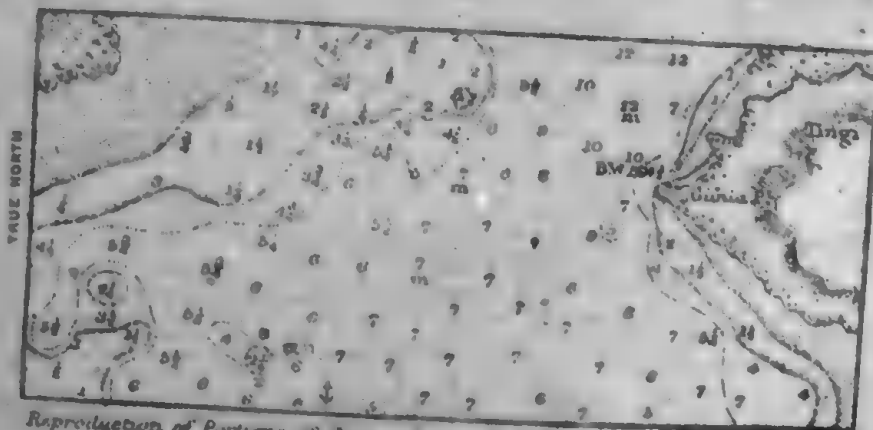
*Details.*—The accompanying reproduction of two portions of the plan of Mikindani harbour entrance on chart No. 684 shows the necessary corrections to that plan with regard to buoyage.

*Chart affected.*—No. 684, Mto Mtwara and Mikindani harbours, with plan.

*Publication.*—Africa Pilot, Part III, 1915, page 326; Supplement No. 4, 1920.

*Authority.*—Port and Marine Department, Dar-es-Salaam.

(H. 2919-21.)



Reproduction of Portions of plan on Chart No. 684.

5 Cables or 1 Sea Mile

## NORTH PACIFIC OCEAN—MARIANA OR LADRONE ISLANDS.

*Lindsay Island, Britomart reef and Florence shoal—Non-existence of.*

No. 299 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1098 of 1921), are republished:—

*Position.*—(a) Lindsay Island, lat.  $19^{\circ} 20' N.$ , long.  $141^{\circ} 15' E.$  (approx.).

(b) Britomart reef, lat.  $19^{\circ} 09' N.$ , long.  $141^{\circ} 34' E.$  (approx.).

(c) Florence shoal, lat.  $18^{\circ} 06' N.$ , long.  $143^{\circ} 18' E.$  (approx.).

*Details.*—Information has been received that the abovementioned reported dangers do not exist. Britomart reef and Florence shoal are to be expunged from the charts accordingly, together with the note regarding Lindsay Island shown on the charts close southward of position (a), the position of this reported Island was not delineated on the charts.

*Charts affected.*—No. 1101, Mariana or Ladrone Islands.

„ 781, Pacific Ocean—north-west sheet. (a), (b).

„ 2683, Pacific Ocean. (b).

„ 2483, Atlantic and Indian Oceans, &c. (b).

„ 2558, The World. (b).

*Publications.*—Pacific Islands Pilot, Vol. I, 1908, page 434; Supplement No. 3, 1917.

Pacific Islands Pilot, Vol. I, 1920 (in press).

*Authority.*—Japanese Hydrographer and Tokyo Notice No. 265 of 1920. (H. 8104-20.)

## NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

*Lutke Island (Fagau Pissila)—Amended position.*

No. 300 (third publication).—The following particulars, etc., relative to the above issued by the British Admiralty (No. 1099 of 1921), are republished:—

*Position.*—At a distance of about 5 miles westward from charted position.

Lat.  $8^{\circ} 35' N.$ , long.  $151^{\circ} 22' E.$

*Remarks.*—The Island is to be moved on the chart to the above position and the note “Reported to lie about 7 miles further to the westward” is to be expunged.

*Note.*—On the plan of Lutke Island on chart No. 772 the position given in the title is to be amended and the graduated border is to be expunged together with the note mentioned above.

*Charts affected.*—No. 772, Plan of Lutke Island.

„ 980, Caroline Islands.

„ 781, Pacific ocean—north-west sheet.

*Publications.*—Pacific Islands Pilot, Vol. I, 1908, page 409; Supplement No. 3, 1917.

Pacific Islands Pilot, Vol. I, 1921 (in press).

*Authority.*—Tokyo Notice No. 117 of 1921. (H. 3555-21.)



JAPAN, INLAND SEA—GULF OF OSAKA.

*Kobe Harbour—Breakwater under construction; Prohibited area.*

*No 301 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1160 of 1921), are republished :—

*Position.*—Lat.  $34^{\circ} 40'$  N., long.  $135^{\circ} 12'$  E. (*approx.*).

*Details.*—The accompanying reproduction of a portion of chart No. 2265 shows the projected limits of a detached breakwater in course of construction together with an area which is marked by light-buoys and within which anchorage and passage are prohibited; the prohibited area will be extended, and the northern light-buoy moved, as the work advances.

*Charts affected.*—No. 2265, Kobe and Hyogo bays.

„ 16, Kobe and Osaka.

„ 3566, Izumi nada and Harima nada.

„ 2875, Naikai (Seto uchi) or Inland sea.

*Publication.*—Japan Pilot, 1914, page 278; Supplement No. 4, 1920.

*Authority.*—Tokyo Notice No. 107 of 1921. (*H. 3299-21.*)



Reproduction of Portion of Chart No. 2265

Scale of 1:50,000. 1 Mile. 1 Nautical Mile. 1 Cable. 1 Fathom.

JAPAN—KIUSIU, WEST COAST. NAGASAKI APPROACH.

*Hirase—Beacon to be expunged from Chart No. 2387.*

No. 302 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1114 of 1921), are republished :—

*Former Notice.*—No. 2078 of 1920. (*This office No. 37 of 1921.*)

*Position.*—At a distance of about one mile eastward of Io Bana lighthouse. Lat.  $32^{\circ} 43' N.$ , long.  $129^{\circ} 47' E.$  (*approx.*).

*Details.*—Hirase beacon, which has been destroyed and will not be replaced, is to be expunged from chart No. 2387 which was not included in the list of charts affected by the former Notice quoted above.

*Chart affected.*—No. 2387, Io jima to Madara jima.

*Authority.*—Hydrographic Department. (*H. 3736-21.*)

BAY OF BENGAL—BURMA COAST. BASSEIN RIVER ENTRANCE.

*Baroni rock buoy—Light extinguished.*

No. 303 (third publication).—

*Former Notice.*—No. 127 of 1921.

*Subject.*—The light shown by the Baroni rock buoy is reported to have gone out.

*Charts affected.*—No. 834, Bassein river and approaches.

„ 3772, Calventuras to Bassein river.

„ 823, Koronge Island to White point.

*Publication.*—Bay of Bengal Pilot, 1910, page 447. Supplement No. 5, 1920.

*Authority.*—Port Officer, Bassein, Burma, Notice dated 2nd August 1921.

BAY OF BENGAL—DHAMRA RIVER ENTRANCE.

*Shortts island—Light removed and replaced by another light.*

No. 304-I. (third publication).—

*Subject.*—With effect from the 17th August 1921 and until further notice the Shortts island light will be removed for overhaul and replaced by another fixed light, visible 5 miles.

*Position.*—Lat.  $20^{\circ} 46\frac{1}{2}' N.$ , long.  $87^{\circ} 04' E.$

*Charts affected.*—No. 754, Dhamra river

„ 814, The Sandheads—False Point to Matla river.

„ 829, Cocanada to Bassein river.

„ 70, Bay of Bengal.

*Publications.*—List of Lights, Part VI, 1921, No. 601.  
Bay of Bengal Pilot, 1910, page 277.

*Authority.*—Port Officer, Orissa Ports, Chandbali, letter No. 522P., dated 10th August 1921.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,

*Port Officer of Calcutta.*



# The Calcutta Gazette

WEDNESDAY, SEPTEMBER 14, 1921.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,  
*Port Officer of Calcutta.*

A. MARR,  
*Secretary to the Government of Bengal,  
Marine Department.*

CALCUTTA, the 2nd September 1921.

### JAVA, SOUTH COAST—CHILACHAP INLET.

*Karang Bolong—Shoal northward of.*

No. 328 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1208 of 1921), are republished:—

*Position.*—At a distance of 3·80 cables, 022°, from the flagstaff on Karang Bolong fort.

Lat. 7° 45' S., long. 109° 03' E. (*approx.*).

*Depth.*—3 fathoms (5<sup>m</sup>5).

*Chart affected.*—No. 932, Plan of Chilachap inlet.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, pages 194, 197.

*Authority.*—Hague Notice No. 532 of 1920. (*H. 1908-20.*)

## CHINA SEA--FORMOSA, WEST COAST.

*Port Ta Kau—Information with regard to Breakwaters; Light established.*

*No. 329 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1209 of 1921), are republished:—

*Position.*—Ta kau, lat.  $22^{\circ} 37' N.$ , long.  $120^{\circ} 16' E.$  (*approx.*).

*Details.*—The accompanying reproduction of a portion of the plan of the Port of Ta kau on chart No. 2376 shows the following:—

- (a) Breakwater constructing southward of the entrance.
- (b) Proposed breakwater northward of the entrance.
- (c) Light exhibited at entrance.

*Charts affected.*—No. 2376, Plan of Port Ta kau.

„ 2409, West Coast of Formosa and Pescadores channel.

*Publications.*—List of Lights, Part VI, 1921, No. 1823.

China Sea Pilot, Vol. V, 1912, page 210; Supplement No. 5, 1920.

*Authority.*—Japanese Government Chart. (*H. 3802-21.*)



Reproduction of Portion of Chart No. 2376

0 1 2 3 4 5 Miles



RED SEA, EASTERN SHORE—LOHEIYA NORTHERN APPROACH.

*Dahayir Island—Beacon disappeared.*

No. 330 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1215 of 1921), are republished:—

*Position*.—Lat.  $15^{\circ} 52' N.$ , long.  $42^{\circ} 40' E.$  (*approx.*).

*Details*.—The beacon on Dahayir island has disappeared and is to be expunged from the chart.

*Chart affected*.—No. 8d, Red sea—sheet 4.

*Publication*.—Red sea, &c., Pilot, 1921 (*in press*).

*Authority*.—H.M.S. *Cornflower*. (H. 3987-21.)

BORNEO, EAST COAST.

*River Mahakan (Kutei) Entrance—Alteration in positions of buoys.*

No. 331 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1224 of 1921), are republished:—

- (1) *New position*.—At a distance of about  $16\frac{1}{2}$  miles north-eastward from former position southward of Tanjong Pamarung, and 9.60 miles,  $044^{\circ}$ , from charted position of Muara Bekapai pilot light-vessel.

Lat.  $0^{\circ} 49' S.$ , long.  $117^{\circ} 39' E.$  (*approx.*).

*Description*.—Black and white vertically striped conical buoy, with ball topmark.

- (2) *New position*.—At a distance of about  $3\frac{1}{2}$  miles, eastward from former position, and 10.75 miles,  $257^{\circ}$ , from Muara Bekapai pilot light-vessel.

Lat.  $0^{\circ} 59' S.$ , long.  $117^{\circ} 22' E.$  (*approx.*).

*Description*.—Black and white horizontally striped conical buoy, with ball topmark.

*Charts affected*.—No. 2662, Plan of River Mahakan.

„ 2636, North part of the Strait of Makassar.

„ 941b, Eastern archipelago—sheet 2.

*Publication*.—Eastern Archipelago Pilot, Part II, 1913, page 368.

*Authority*.—Hague Notice No. 1.85 of 1920. (H. 5431-20.)

BORNEO, EAST COAST.

*Kaniungan Besar—Light discontinued.*

No. 332 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1236 of 1921), are republished:—

*Position*.—On the south-western point of Kaniungan Besar.

Lat.  $1^{\circ} 07' N.$ , long.  $118^{\circ} 51' E.$  (*approx.*).

*Description*.—A fixed white light (occasional).

*Remarks*.—The above light has been permanently discontinued.

*Note*.—The note “Marked by buoys and beacons” against Telok Seliman is to be expunged from the plan of Kaniungan islands on chart No. 3031.

*Charts affected.*—No. 3031, Plan of Kaninungan islands.

„ 2636, North part of the Strait of Makassar.

*Publications.*—List of Lights, Part VI., 1921, No. 1060.

Eastern Archipelago Pilot, Part II, 1913, page 423;  
Supplement No. 5, 1921.

*Authority.*—Hague Notice No. 547 of 1921. (H. 2033-21.)

#### INDIAN OCEAN—MALDIVE ISLANDS.

(1) *Suvadiva (Huvadu) Atoll*—Shoal reported.

(2) *Felidu Atoll*—Reported extension of reef.

*No. 333 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1238 of 1921), are republished:—

##### (1) *Suvadiva (Huvadu) Atoll.*

*Position.*—At a distance of about 2½ miles northward of Dewadu islet.

Lat. 0° 35' 30" N., long. 73° 12' 15" E. (approx.).

*Description.*—A shoal awash at low water.

*Note.*—The note "Reported (1918)" is to be placed against this shoal on the chart.

##### (2) *Felidu Atoll.*

*Position.*—Foteo islet, lat. 3° 27' N., long. 73° 45' E. (approx.).

*Details.*—The north-eastern edge of the barrier reef to the northward of Foteo is reported to extend about a mile further north-eastward than charted.

*Note.*—The note "Reef repd. to extend one mile further to the N. E. than charted (1918)" is to be placed against this portion of the reef on the chart.

*Charts affected.*—No. 66b, Maldive islands—middle sheet. (2.)

„ 66c, Maldive islands—southern sheet. (1.)

*Publication.*—W. C. India Pilot, 1919, pages 348, 363.

*Authority.*—H. M. S. *Juno*, Remark Book (1918). (H. 5196-18.)

#### RED SEA, EASTERN SHORE—FARJAN BANK.

*El Etwid Khor*—Shoal reported south-westward of.

*No. 334 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1239 of 1921), are republished:—

*Position.*—At a distance of about 6 miles south-westward from El Etwid Khor.

Lat. 17° 28' 30" N., long. 42° 04' 15" E. (approx.).

*Depth.*—½ fathoms (7<sup>m</sup>3).

*Note.*—The shoal is to be marked on the charts with the note "Reported (1918) (Posn. approx.)."

*Remarks.*—The track passing through the above position on chart No. 8d is to be expunged for a distance of 2½ miles on either side of the shoal.

*Charts affected.*—No. 8d, Red Sea—sheet 4.

„ 2523, Red Sea.

*Publications.*—Red Sea, etc., Pilot, 1909, page 352.

Red Sea, etc., Pilot, 1921 (in press).

*Authority.*—Hydrographic Department. (H. 7870-18.)

EASTERN ARCHIPELAGO—TIMOR, NORTH COAST.

*Dilhi Harbour—Amendment to chart with regard to buoys and beacons.*

*No. 335 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1240 of 1921), are re-published:—

*Position.*—Custom house, lat.  $8^{\circ} 32' S.$ , long.  $125^{\circ} 35' E.$  (approx.).

*Details.*—The accompanying reproduction of a portion of the plan of Dilhi harbour on chart No. 1460 shows the necessary corrections to that plan with regard to the positions of buoys and beacons; the positions given are approximate and a note to this effect is to be inserted under the title of the plan.

*Remarks.*—The position of the cathedral spire, which is visible from seaward, is also shown on the reproduction.

*Chart affected.*—No. 1460, Plan of Dilhi harbour.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 311; Supplement No. 5, 1921.

*Authority.*—H.M.S. *Hollyhock*, Hyd. Note No. 7 of 1921. (H. 3551-21.)



Reproduction of Portion of Chart No. 1460

## PERSIAN GULF—EASTERN SHORE.

*Jezirat Sheikh Shuaib—Position of tower.*

*No. 336 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1259 of 1921), are republished :—

*Former Notice.*—No. 977 of 1921. (*This office No. 139 of 1921.*)

*Position (approximate).*—At a distance of 4 cables  $280^{\circ}$ , from the eastern extremity of Jezirat Sheikh Shuaib.

Lat.  $26^{\circ} 48' N.$ , long.  $53^{\circ} 23' E.$  (*approx.*).

*Description.*—A conspicuous stone tower about 40 feet ( $12^m 2$ ) in height.

*Remarks.*—The position of the tower, which is not shown on certain copies of the charts, is required in order to correct the charts for the depths given in the former Notice quoted above.

*Charts affected.*—No. 2837b, Persian gulf—western sheet, with plan.

„ 2837a, Persian gulf—eastern sheet.

*Publication.*—Persian Gulf Pilot, 1915, pages 241; Supplement No. 6, 1921.

*Authority.*—H. M. S. *Bramble*, Hyd. Note dated 25th September 1919. (*H. 4325-21.*)

## SOUTH PACIFIC OCEAN—FIJI ISLANDS, VITI LEVU.

*Suva Harbour—Caution with regard to vessels anchoring.*

*No. 337 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1265 of 1921), are republished :—

*Position.*—Grand Pacific hotel, lat.  $18^{\circ} 09' S.$ , long.  $178^{\circ} 26' E.$  (*approx.*).

*Details.*—Vessels are warned not to anchor in Suva harbour between two lines drawn as follows :—

(i) From a position situated 13.0 cables,  $314^{\circ}$ , from the Grand Pacific hotel chimney in a  $121^{\circ}$  direction.

(ii) From a position situated 12.8 cables,  $304^{\circ}$ , from the same chimney in a  $116^{\circ}$  direction.

*Remarks.*—The above limits are to be shown in pecked lines on the charts, with the note “(*See Cautionary Note.*)” and the following note is to be inserted in a conspicuous position near the title of the chart :—

## “CAUTION.”

“Vessels are warned not to anchor between the pecked lines in Suva harbour, owing to the existence of telegraph cables.”

*Charts affected.*—No. 1660, Suva harbour.

„ 1757, Nukulau island to Namuka island.

*Publication.*—Pacific Islands Pilot, Vol. II, 1918, page 366.

*Authority.*—H.M.S. *Veronica*, Hyd. Note No. 7 of 1921. (*H. 4166-21.*)

JAPAN—KIUSIU, WEST COAST, NAGASAKI APPROACH.

*Hira Se—Beacon re-erected.*

No. 338 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1267 of 1921), are republished :—

*Position*.—Hira se, lat.  $32^{\circ} 43' N.$ , long.  $129^{\circ} 47' E.$  (*approx.*).

*Details*.—Information has been received that the red beacon on this rock has been re-erected; it is to be inserted on the charts on the centre of the rock.

*Charts affected*.—No. 2415, Approach to Nagasaki harbour.

„ 2387, Io jima to Madara jima.

„ 359, Nagasaki to Karatsu, with the Goto islands.

„ 358, Western coasts of Kiusiu and Honshū.

*Publication*.—Japan Pilot, 1914, page 462; Supplement No. 5, 1921.

*Authority*.—H.M.S. Curlew, Hyd. Note No. 4 of 1921. (*H. 4285-21.*)

INDIA, WEST COAST—CAPE COMORIN.

*Wadge Bank*—(1) *Submerged object reported south-eastward of.*

(2) *Wreckage reported southward of.*

No. 339 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 100M. of 1921), are republished :—

(1) *Submerged object reported.*

*Date sighted*.—12th August 1921.

*Details*.—The Master of the SS. "Merton Hall" reports having struck a submerged object in the following position :—

Lat.  $7^{\circ} 01' N.$ , long.  $77^{\circ} 32' E.$

*Caution*.—Mariners are hereby warned accordingly of the danger.

(2) *Wreckage reported.*

*Date sighted*.—14th August 1921.

*Details*.—The Master of the SS. "Glensanda" reports having passed a large spar in the following position :—

Lat.  $7^{\circ} 05' N.$ , long.  $77^{\circ} 11' E.$

*Caution*.—This wreckage constitutes a danger to navigation.

*Charts temporarily affected*.—No. 68B, Palk Strait and Gulf of Manar—Sheet 2 (1).

„ 827, Vengurla to Cape Comorin.

„ 828, Cape Comorin to Cocanada.

„ 70, Bay of Bengal.

„ 748b, Indian ocean, Northern portion.

*Authority*.—D. N. I. O., Colombo, Telegram dated 16th August 1921.



*The 29th August 1921.*

### RED SEA.

#### *Submarine cable buoys—Removed.*

*No. 324 (second publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 96M of 1921), are republished :—

*Former Notice.—*No. 92-M. of 1921. (*This office No. 294 of 1921.*)

*Details.—*Information dated 8th August 1921 has been received from the Eastern Telegraph Company, Limited, that 5 unlighted submarine cable buoys, which were temporarily moored in the following positions, have been withdrawn :—

- (1) *Position.—*Lat.  $13^{\circ} 06' 45''$  N., long.  $43^{\circ} 04' 15''$  E.
- (2)     "     Lat.  $16^{\circ} 47' 48''$  N., long.  $40^{\circ} 28' 00''$  E.
- (3)     "     Lat.  $16^{\circ} 48' 54''$  N., long.  $40^{\circ} 29' 24''$  E.
- (4)     "     Lat.  $23^{\circ} 45' 12''$  N., long.  $36^{\circ} 09' 54''$  E.
- (5)     "     Lat.  $27^{\circ} 23' 08''$  N., long.  $31^{\circ} 04' 10''$  E.

*Charts which were temporarily affected.—*No. 8e, Red Sea, Sheet 5

- (1).
- „ 8d, Red Sea, Sheet 4
- (2,3).
- „ 8b, Red Sea, Sheet 2
- (4).
- „ 8a, Red Sea, sheet 1
- (5).
- „ 2523, Red Sea, (1,2,3, 4,5).

*Authority.—*The Port Officer, Bombay, dated 8th August 1921.

### BAY OF BENGAL—BURMA—RANGOON RIVER.

#### *Chokey Lumps—Shoal patch reported to exist.*

*No. 325 (second publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 97M. of 1921), are republished :—

*Details.—*In consequence of an examination on the 26th and 27th July 1921, in the vicinity of Chokey Lumps, a shoal patch of 12 feet has been discovered approximately in the following position :—

*Position.—*At a distance of 250 feet  $78\frac{1}{2}^{\circ}$  from the Lower Chokey red conical buoy. Lat.  $16^{\circ} 40'$  N., long.  $96^{\circ} 14'$  E.

*Depth.—*12 feet.

*Charts affected.—*No. 833, Rangoon River and approaches.  
„ 823, Koronge Island to White Point.

*Publication.—*Bay of Bengal Pilot, 4th Edition, 1910, page 461.

*Authority.—*Deputy Conservator of the Port of Rangoon; dated the 28th July 1921.

### INDIA, WEST COAST—KARACHI HARBOUR.

#### *Manora point—Breakwater light re-exhibited.*

*No. 326 (second publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 99 M. of 1921), are republished :—

*Former Notice.—*No. 95-M. of 1921. (*This office No. 322 of 1921.*)

*Position.—*At the end of the Manora breakwater.

Lat.  $24^{\circ} 47'$  N., long.  $66^{\circ} 59'$  E.

*Details.*—The white occulting light shown from the end of the Manora breakwater, which was temporarily reported to have gone out, has been re-exhibited.

*Charts which were temporarily affected.*—No. 40, Karachi Harbour.  
 „ 41, Cape Monze to Kedi-wari mouth.  
 „ 39, Sind and Kutch Coasts.  
 „ 38, Maskat to Karachi.  
 „ 826, Karachi to Vengurla.

*Publications.*—West Coast of India Pilot, 1919, page 336.  
 Indian List of Lights, 40th issue, 1921, in press.

*Authority.*—The Port Officer, Karachi, and Telegram dated 12th August 1921.

### CEYLON, SOUTH COAST.

*Point de Galle*—Light temporarily extinguished.

*No. 327 (second publication).*—

*Subject.*—The Point de Galle light will be temporarily extinguished for repairs from the 1st September 1921.

*Position.*—Lat.  $6^{\circ} 1' N.$ , long.  $80^{\circ} 13' E.$

*Remarks.*—A further notice will be issued when the light is re-exhibited.

*Charts affected.*—No. 819, Approaches to Galle harbour.  
 „ 3700, Colombo to Galle.  
 „ 3265, Galle to Little Basses.  
 „ 813, Ceylon, south part.  
 „ 828, Cape Comorin to Cocanada.  
 „ 70, Bay of Bengal.

*Publications.*—List of Lights, Part VI, 1921, No. 511.  
 Bay of Bengal Pilot, 1910, page 118.

*Authority.*—Master Attendant, Colombo, Notice dated 5th August 1921.

*The 19th August 1921.*

### NEW GUINEA—LOUISIAD ARCHIPELAGO.

*Pana Rora Island*—Shoal southward of, to be inserted on Chart No. 1477.

*No. 305 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1129 of 1921), are republished:—

*Position.*—At a distance of about one mile southward from the eastern extremity of Pana Rora island.

Lat.  $11^{\circ} 07' 54'' S.$ , long.  $152^{\circ} 30' 30'' E.$

*Remarks.*—The above position is to be encircled on the chart by a danger line with the note "*Shoal reported (1886).*"

*Note.*—This shoal is already shown on chart No. 2124.

*Chart affected.*—No. 1477, Jomard entrance to Yeina island.

*Publication.*—Pacific Islands Pilot, Vol. I, 1908, page 141.

*Authority.*—Hydrographic Department. (*H. 3644-21.*)

## BORNEO, WEST COAST.

*Padang Tikar River approach—Light buoy established in place of buoy.*

*No. 306 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1131 of 1921), are republished:—

*Position.*—In the position formerly occupied by the black conical buoy with ball topmark, which has been withdrawn.

Lat.  $0^{\circ} 39' S.$ , long.  $109^{\circ} 05' E.$  (*approx.*).

*Description.*—A black light-buoy exhibiting an *occulting white* light.

*Charts affected.*—No. 3721, Masa Tiga island to Pontianak.

„ 2160, Carimata strait.

„ 941a, Eastern Archipelago—sheet 1.

„ 2660a, China sea, southern portion—western sheet.

*Publication.*—China Sea Pilot, Vol. II, 1915, page 233; Supplement No. 5, 1921.

*Authority.*—Hague Notice No. 1147 of 1921. (*H. 3868-21.*)

## EASTERN ARCHIPELAGO—SAWU ISLAND, NORTH-WEST COAST.

*Seba Road—Existence of shoal.*

*No. 307 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1132 of 1921), are republished:—

*Position (approximate).*—At a distance of 3.20 cables,  $301^{\circ}$ , from the lighthouse at Seba.

Lat.  $10^{\circ} 29' S.$ , long.  $121^{\circ} 50' E.$  (*approx.*).

*Depth.*—One fathom ( $1^m8$ ).

*Remarks.*—The shoal is of small extent.

*Chart affected.*—No. 2468, Plan of Seba road.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 295.

*Authority.*—Hague Notice No. 1086 of 1921. (*H. 3776-21.*)

## JAPAN—INLAND SEA, HONSHU ISLAND.

*Hibi Wan and vicinity—Harbour works completed; Measured distance.*

*No. 308 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1133 of 1921), are republished:—

*Position.*—Hibi wan, lat.  $34^{\circ} 27' N.$ , long.  $133^{\circ} 55' E.$  (*approx.*).

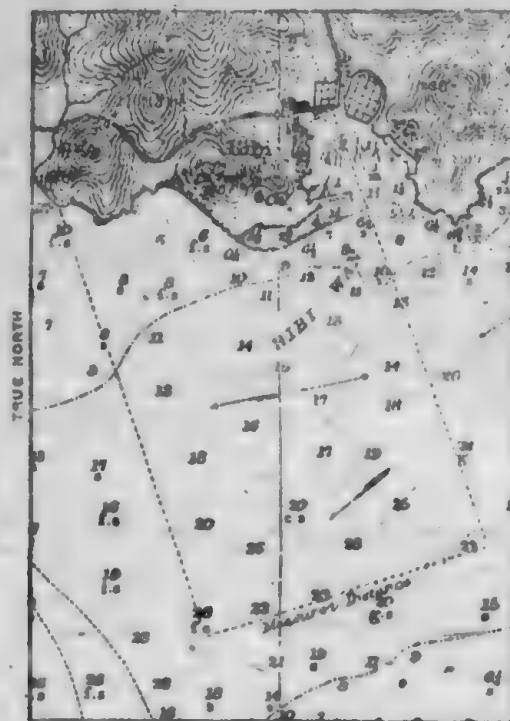
*Details.*—The harbour works at Hibi wan have now been completed and a measured distance, indicated by beacons, has been established as shown on the accompanying reproduction of portions of charts Nos. 1969 and 128.

*Charts affected.*—No. 1969, Ozuchi jima to Funoko sima.

„ 128, Bingo nada and Ozuchi jima.

*Publication.*—Japan Pilot, 1914, page 312; Supplement No. 4, 1920.

*Authority.*—Tokyo Notice No. 22 of 1921. (H. 1854-21.)



Reproduction of Portion of Chart N°1969

0 5 10 Cables  
or 1 Sea Mile



Reproduction of Portion of Chart N°120.

0 5 10 Cables  
or 1 Sea Mile

### MAKASSAR STRAIT—CELEBES, WEST COAST.

#### *Cape Mandar (Tanjong Rangasa) light—Amended position.*

*No. 309 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1134 of 1921), are republished:—

*Position.*—At a distance of 4·50 cables, 307°, from charted position.

Lat. 3° 34' S., long. 118° 56' E. (*approx.*).

*Description.*—A group flashing white light.

*Note.*—The eastern limit of the arc of visibility is to be amended on the charts to agree with the corrected position of the light.

*Charts affected.*—No. 2662, Plan of Majene road and Balanguipa road.

„ 2657, South part of the Strait of Makassar.

*Publication.*—List of Lights, Part VI, 1921, No. 1023.

*Authority.*—Netherlands Government Chart. (*H. 3669-21.*)

### BORNEO, EAST COAST—SESAJAP RIVER ENTRANCE.

#### *Johanna Reef—Shoal westward of.*

*No. 310 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1141 of 1921), are republished:—

*Position.*—At a distance of about 4½ miles southward of the southern extremity of Bunju.

Lat. 3° 22' 24" N, long. 117° 50' 46" E., on chart No. 3577.

*Depth.*—Three-quarters of a fathom (1 m4).

*Charts affected.*—No. 3577, Sesajap and Bulungan rivers.

„ 2636, North part of the Strait of Makassar.

„ 2660b, China sea, southern portion—eastern sheet.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 441.

*Authority.*—Hague Notice No. 1082 of 1921. (*H. 3773-21.*)

### WESTERN AUSTRALIA—CHAMPION BAY.

#### *Geraldton and Approaches—Amendments to charts.*

*No. 311 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1147 of 1921), are republished:—

*Position*—Geraldton, lat. 28° 47' S., long. 114° 37' E. (*approx.*).



*Details.*—The accompanying reproductions of portions of charts Nos. 1725 and 1723 show the following:—

- (a) Amendments to charts with regard to shoals.
- (b) Extension of the North jetty and amended position of front leading light.
- (c) New pile jetty completed, from which a *green* light is exhibited.
- (d) Position of certain landmarks.

*Charts affected.*—No. 1725, Champion bay.

„ 1723, The Houtman rocks, &c.

*Publications.*—List of Lights, Part VI, 1921, Nos. 2265, 2267.

Australia Pilot, Vol. V, 1914, pages 335, 336.

*Authority.*—H.M.S. *Geranium*. Hyd. Note No. 1 of 1921 and Public Works Department, Western Australia. (*H. 2890-21.*)



Reproduction of Portion of Chart No. 1725

1000 Yards  
1 Mile



*Charts affected.*—No. 2575, Eastern part of the Celebes sea.

„ 943, Molucca passage to Manila.

*Publication.*—Eastern Archipelago Pilot, Part III, 1911, page 35.

*Authority.*—Hague Notice No. 489 of 1921. (*H.* 1786-21.)

# AFRICA, EAST COAST—TANGANYIKA TERRITORY, DAR ES SALAAM.

*Outer Makatumbé Island—Light irregular.*

*No. 313 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1163 of 1921), are republished:—

*Former Notice.*—No. 926 of 1921. (*This Office No. 152 of 1921.*)

*Position.*—Lat. 6° 48' S., long. 39° 20' E. (*approx.*).

*Details.*—The *flashing white* light in the above position is irregular. Further Notice will be given when the light is again working normally.

*Charts temporarily affected.*—No. 674, Dar es Salaam and adjoining anchorages.  
 „ 640a, Pangani to Ras Kimbiji—southern sheet.  
 „ 662, Kilwa point to Zanzibar channel.  
 „ 597, Delagoa bay to Cape Guardafui.  
 „ 748b, Indian ocean—northern portion.

*Publications.*—List of Lights, Part VI, 1921, No. 103.

Africa Pilot, Part III, 1915, page 373.

*Authority.*—Commander-in-Chief, East Indies Station. (*H.* 4114-21.)

# BAY OF BENGAL—NICOBAR ISLANDS.

*Nancowry Harbour—Correction to charts with regard to shoals and shoal depths.*

*No. 314 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1170 of 1921), are republished:—

*Position.*—Naval point, lat. 8° 02' N., long. 93° 33' E. (*approx.*).

Distance and bearing from southern extremity of Naval point.		Depth.
(a) 2.05 miles, 107½°	... 5 fathoms (9 <sup>m</sup> 1).	
(b) 2 miles, 107½°	... 4 „ (7 <sup>m</sup> 3).	
(c) 1.84 miles, 107°	... 5 „ (9 <sup>m</sup> 1).	
(d) 1.19 miles, 106°	... 5 „ (9 <sup>m</sup> 1).	
(e) 1.24 miles, 259°	... 5½ „ (10 <sup>m</sup> 0).	
(f) 1.95 miles, 244°	... 6 „ (11 <sup>m</sup> 0).	

*Note.*—The foregoing depths are not shown on certain copies of the charts and are to be inserted accordingly as indicated below.

*Charts affected.*—No. 841, Nancowry harbour.

„ 840, Nicobar islands. (*b*).

„ 830, Bassein river to Pulo Penang. (*b*)

*Publication.*—Bay of Bengal Pilot, 1910, pages 381, 382; Supplement No. 5, 1920.

*Authority.*—Hydrographic Department. (*H.* 3216-21).

## CHINA, NORTH COAST—SHANTUNG.

*North-east promontory light—Alteration in character.*

*No. 315 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1171 of 1921), are republished:—

*Former Notice.*—No. 783 of 1921 (*This office No. 276 of 1921*) hereby cancelled.

*Position.*—Lat.  $37^{\circ} 24'$  N., long.  $122^{\circ} 42'$  E. (*approx.*).

*New abridged description.*—Lt. Gp. Fl. (2) *ev. 15 sec., Red & Wh., 220 ft., vis. 22m.*

*Details.*—The occulting red and white light has been replaced by a *group flashing white* light, with *red* sectors, showing *two flashes* in quick succession *every fifteen seconds*.

*Remarks.*—The sectors and other characteristics of the light remain unchanged; the two provisional flashing white lights which were exhibited while the alteration was being carried out have been discontinued.

*Charts affected.*—No. 3457, Li tau bay to Chu tau.

„ 3491, Shitau bay to North-east promontory.

„ 1255, Kyau chau bay to Lai chau bay.

„ 3480, Shantung promontory to Nagasaki.

„ 1256, Gulfs of Pe chili and Liau tung.

„ 1262, Hongkong to Gulf of Liau tung.

„ 2347, Honshu, Kiusiu, and Shikoku, &c.

„ 2459, North-west Pacific ocean, &c.

*Publications.*—List of Lights, Part VI, 1921, No. 1633.  
China Sea Pilot, Vol. V, 1912, page 446.

*Authority.*—Shanghai Notice No. 730 of 13th May 1921. (*H. 3885-21.*)

## JAPAN—HONSHU, SOUTH COAST.

*Inatori Light—Red Sector discontinued.*

*No. 316 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1172 of 1921), are republished:—

*Position.*—Lat.  $34^{\circ} 47'$  N., long.  $139^{\circ} 08'$  E. (*approx.*).

*New abridged description.*—Lt. F., 423 ft., *vis. 10 m.*

*Details.*—The red sector of this *fixed* light has been discontinued, and is to be expunged from the charts.

*Charts affected.*—No. 953, Omai saki to Tsurugi saki.

„ 996, Kii suido to Tokyo.

*Publications.*—List of Lights, Part VI, 1921, No. 2047.  
Japan Pilot, 1914, page 188.

*Authority.*—Tokyo, Department of Communications, Notice No. 782 of 1921. (*H. 3884-21.*)

AFRICA, EAST COAST—TANGANYIKA TERRITORY, DAR ES SALAAM.

*Outer Makatumbé Island light—Temporary alteration in character.*

*No. 317 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1174 of 1921), are republished:—

*Former Notices.*—Nos. 926 and 1163 of 1921. (*This office Nos. 152 and 313 of 1921.*)

*Position.*—Lat.  $6^{\circ} 48' S.$ , long.  $39^{\circ} 20' E.$  (*approx.*).

*Alteration.*—The character of the light has been temporarily altered from flashing white to *fixed white*, with a visibility of 6 miles.

*Note.*—Further notice will be given when the normal character of the light has been resumed.

*Charts temporarily affected.*—No. 674, Dar es Salaam and adjoining anchorages.

„ 640a, Pangani to Ras Kimbiji—southern sheet.

„ 662, Kilwa point to Zanzibar channel.

„ 597, Delagoa bay to Cape Guardafui.

„ 748b, Indian ocean—northern portion.

*Publications.*—List of Lights, Part VI, 1921, No. 103.  
Africa Pilot, Part III, 1915, page 373.

*Authority.*—Commander-in-Chief, East Indies Station. (*H. 4114-21.*)

EASTERN ARCHIPELAGO—CELEBES, WEST COAST.

*Mampya Road—Amendment to chart with regard to reefs.*

*No. 318 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1177 of 1921), are republished:—

*Position.*—Battowae island summit, lat.  $3^{\circ} 29' S.$ , long.  $119^{\circ} 22' E.$  (*approx.*).

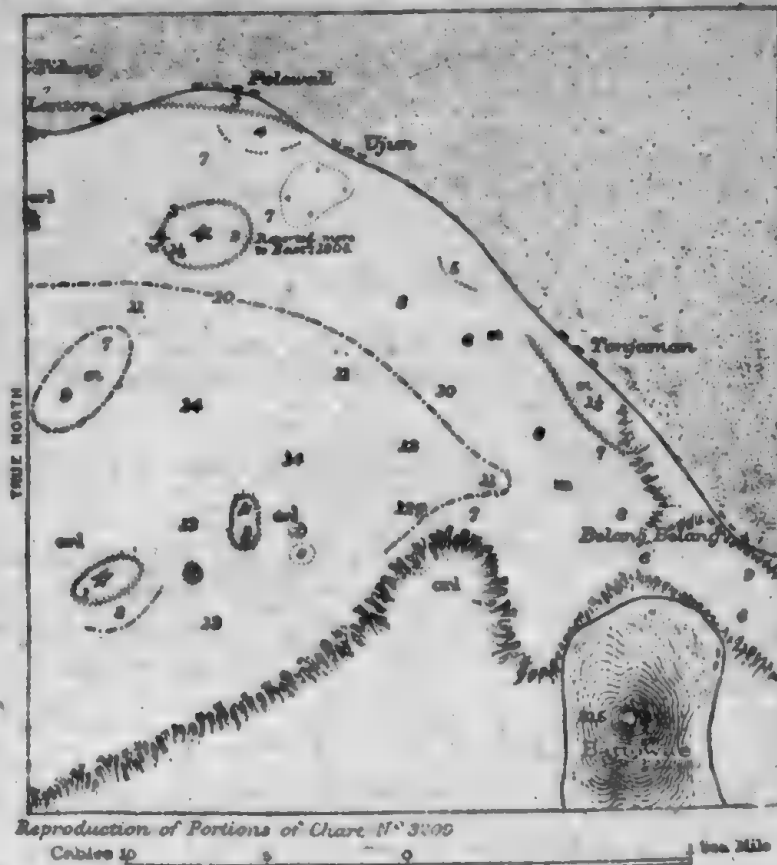
*Details.*—The accompanying reproduction of a portion of the plan of Mampya road on chart No. 3209 shows the necessary corrections to that plan with regard to the existence of reefs.

*Chart affected.*—No. 3209, Plan of Mampya road.

*Publication.*—Eastern Archipelago Pilot, Part II, 1911, page 401.



*Authority.*—Netherlands Government Chart. (H. 3668-21.)



## GULF OF ADEN.

### *Aden Outer Harbour—Decreased depths.*

*No. 319 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1178 of 1921), are republished:—

*Position.*—Pinnacle rock, lat.  $12^{\circ} 46' N.$ , long.  $44^{\circ} 55' E.$  (approx.).

*Details.*—The accompanying reproduction of portions of chart No. 7 shows the necessary corrections with regard to decreased depths in the outer harbour at Aden.

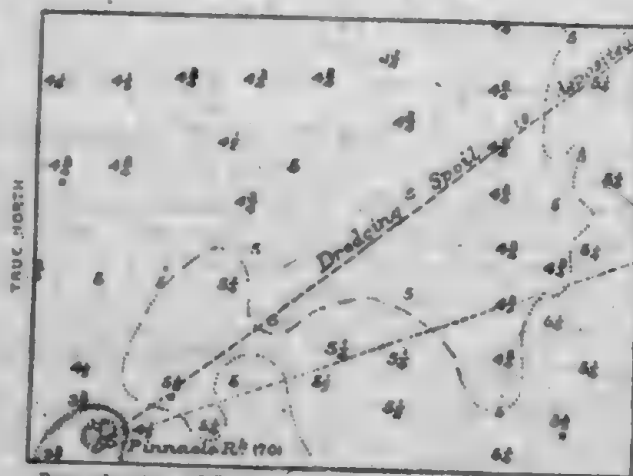
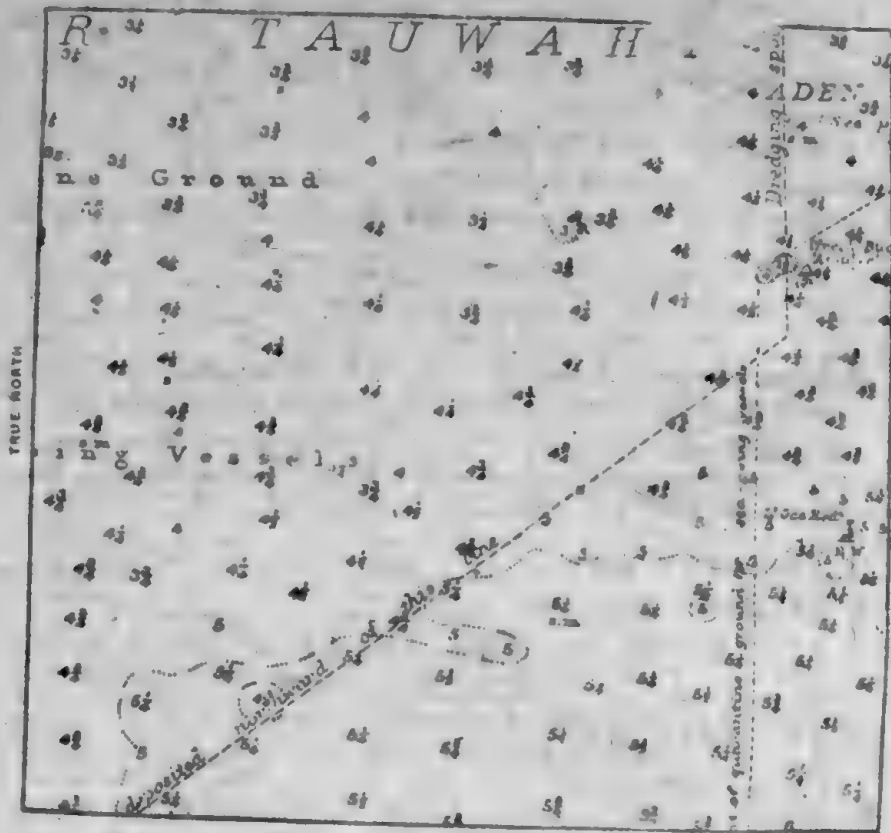
*Remarks.*—It is intended to mark the 4½-fathom (7m8) patch, situated about 1½ miles north-eastward of Pinnacle rock, by a black can buoy, concerning which further Notice will be given.

*Chart affected.*—No. 7, Aden harbour and approaches.

*Publications.*—Red Sea, &c., Pilot, 1909, pages 404, 405; Revised Supplement (3), 1917.

Red Sea, &c., Pilot, 1921 (*in press*).

Authority.—Port Officer, Aden. (H. 3531-21.)



Reproduction of Portions of Chart No. 7.

0 10 Cables or 1 Sea Mile

### BAY OF BENGAL—INDIA, EAST COAST.

*Coleroon Point—Caution with regard to extension of shoal water.*

*No. 320 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1186 of 1921), are republished:—*

*Position.—Coleroon point, lat. 11° 28' N., long. 79° 48' E. (approx.).*

**Caution.**—Shoal water extends further seaward than charted off the coast between Coleroon point and the southern mouth of Coleroon river situated about 3 miles southward from the point.

**Note.**—A note to this effect, with year date “(1921)” is to be placed on the chart.

**Chart affected.**—No. 71, Madras to Calimere point.

**Publication.**—Bay of Bengal Pilot, 1910, page 209.

**Authority.**—Commander-in-Chief, East Indies. (H. 3891-21.)

### PERSIAN GULF.

**Rakaz Zakum**—Decreased depth reported south-eastward of, Zirkuh Island—Additional soundings reported southward of.

**No. 321 (third publication).**—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 94M. of 1921), are republished:—

#### (1) Decreased depth—

**Rakaz Zakum position:**

Lat.  $24^{\circ} 48' N.$ , long.  $53^{\circ} 46' E.$  Approximate on chart No. 2837a.

**Details.**—At a distance of about 4 miles  $099^{\circ}$  from Rakaz Zakum 3-fathom shoal; a shoal is reported to exist, having a depth of  $2\frac{1}{2}$  fathoms and extending from this position in the direction of  $249^{\circ}$  for 5 miles up to the 5 fathom line shown on the above chart.

**Remarks.**—The 5 fathom line appears to be approximately correct, but 6-fathom soundings shown inside it are misleading.

#### (2) Additional soundings—

**Zirkuh island position:**

Lat.  $24^{\circ} 53' N.$ , long.  $53^{\circ} 5' E.$  Approximate on chart No. 2837b.

**Details.**—Positions with regard to the additional soundings southward of Zirkuh island, on chart No. 2837b and extending up to 5 fathom line of Rakaz Zakum on chart No. 2837a are as follows.

Distance and bearing from Zirkuh island.			Additional soundings.	
(a)	11.00 miles,	$226^{\circ}$	...	$9\frac{1}{2}$ fathoms.
(b)	8.4	$209^{\circ}$	...	$8\frac{1}{2}$ "
(c)	7.00	$186^{\circ}$	...	$7\frac{1}{2}$ "
(d)	8.00	$156^{\circ}$	...	$6\frac{1}{2}$ "
(e)	10.00	$135^{\circ}$	...	$7\frac{1}{2}$ "
(f)	13.00	$122^{\circ}$	...	$8\frac{1}{2}$ "
(g)	16.5	$117^{\circ}$	...	$9\frac{1}{2}$ "
(h)	19.7	$113^{\circ}$	...	$9\frac{1}{2}$ "
(i)	22.5	$112^{\circ}$	...	$8\frac{1}{2}$ "
(j)	25.00	$109^{\circ}$	...	$10\frac{1}{2}$ "
(k)	27.9	$107^{\circ}$	...	10 "

**Charts affected.**—No. 2837a, Persian Gulf, eastern sheet.

„ 2837b, Persian Gulf, western sheet.

**Publication.**—Persian Gulf Pilot, 1915, pages 94, 95.

**Authority.**—Commander in Command, H. M. S. *Cyclamen*. Hydrographic note No. 6, dated 27th July 1921.

INDIA—WEST COAST, KARACHI HARBOUR.

*Manora Point Breakwater—Light temporarily extinguished.*

No. 322 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 95M. of 1921), are republished :—

*Position.*—At the end of the Manora breakwater.  
Lat.  $24^{\circ} 47' N.$ , long.  $66^{\circ} 59' E.$

*Details.*—The white occulting light shown from the end of the Manora breakwater at an elevation of 53 feet, is reported to have gone out.

*Caution.*—Vessels are hereby warned not to enter the port during night, until further notice.

*Charts temporarily affected.*—No. 40, Karachi Harbour.

„ 41, Cape Monze to Kediwari mouth.

„ 39, Sind and Kutch Coasts.

„ 38, Maskat to Karachi.

„ 826, Karachi to Vengurla.

*Publications.*—West Coast of India Pilot, 1919, page 336.  
Indian List of Lights, 40th issue, 1921, in press.  
Admiralty List of Lights, Part VI, 1921, No. 326.

*Authority.*—The Port Officer, Karachi, dated 8th August 1921.

BAY OF BENGAL:

*Caution. Report of a derelict Dhow.*

No. 323 (third publication).—

*Subject.*—The Master of the SS. “Egra” reports having passed on the 17th August 1921 a derelict Dhow in the following position :—

*Position.*—Lat.  $19^{\circ} 42' N.$ , long.  $89^{\circ} 34' E.$

*Caution.*—Mariners are hereby warned.

*Charts affected.*—No. 829, Cocanada to Bassein river.  
„ 70, Bay of Bengal.

*Authority.*—Arrival report of the SS. “Egra.” dated the 18th August 1921.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,

*Port Officer of Calcutta.*



# The Calcutta Gazette

WEDNESDAY, SEPTEMBER 21, 1921.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,  
*Port Officer of Calcutta.*

A. MARR,  
*Secretary to the Government of Bengal,  
Marine Department.*

CALCUTTA, the 12th September 1921.

### INDIAN OCEAN—AFRICA, EAST COAST.

#### *Mozambique Channel—Derelict Reported.*

No. 340 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 101M of 1921), are republished:—

*Date sighted*—26th August 1921.

*Details*—The Master of SS. "Umsinga" reports having passed a Conical Buoy with staff adrift, in the following position.

*Position*—Lat. 15° 14' S., Long. 42° 55' E.

*Caution*—Mariners are hereby warned accordingly.



*Charts temporarily affected*—No. 2762, Comoro Islands.

- „ 597, Delagoa Bay to Cape Guardafui.
- „ 748B, Indian Ocean, Northern portion.
- „ 748A, Indian Ocean, Southern portion.

*Authority*—The Port Officer, Bombay, dated 27th August 1921.

### INDIA, WEST COAST.

*Goa, Mandavi River Entrance—Annual re-exhibition of Leading Lights.*

No. 341 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 102M of 1921), are republished :—

*Former Notice*—No. 74-M. of 1921. (*This office No. 157 of 1921.*)

*Details*—The Captain of the Ports of Portuguese India has notified that the leading lights at Campal, Malim, Reis Magos, Verim and Marca-Tejo, which were extinguished owing to the impracticability of the bar navigation during the South-West Monsoon, were re-exhibited on the 16th August 1921.

*Charts which were temporarily affected*—No. 492, Aguada to St. George Island.

- „ 740, Achra River to Cape Ramas.

*Authority*—His Britannic Majesty's Consul for Goa, dated 29th August 1921.

### INDIA WEST—KATHIAWAR COAST.

*Diu Harbour—Annual re-exhibition of leading lights.*

No. 342 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 103M. of 1921), are republished :—

*Former Notice*—No. 75M. of 1921. (*This office No. 158 of 1921.*)

*Details*—The Captain of the Ports for Portuguese India has notified that the lights of Forte de Mar, Couraca, Forte de Simbor and Forte de Barra at Brancavara, which were extinguished for the South-West Monsoon, will be re-exhibited from 1st September 1921.

*Charts which were temporarily affected*.—No. 50, Diu Head to Gopnath Point.

*Authority*—His Britannic Majesty's Consul for Goa, dated 29th August 1921.

### AUSTRALIA, EAST COAST—WIDE BAY BAR.

*North Channel closed to navigation.*

No. 343 (*first publication*).—The Portmaster, Brisbane, has given notice (No. 13 of 1921) that the depth in the North Channel has decreased to 7 feet at low water. Pending further examination this channel is closed to navigation :—

*Charts affected*—Nos. 1030 and 1068, Australia Directory, Vol. 2.

CEYLON, WEST COAST—NORTHERN APPROACH TO COLOMBO HARBOUR.

*Ona Gala reef buoy—Light extinguished.*

No. 344 (*first publication*)—

*Subject*—The light on the buoy marking the Ona Gala reef has been extinguished. It will be re-lit when the weather permits. No further Notice will be issued.

*Position*—Lat.  $6^{\circ} 59' N.$ , long.  $79^{\circ} 50' 4'' E.$  (approximate).

*Charts affected*—No. 914, Colombo harbour.

„ 3686, Approaches to Colombo harbour.

„ 68B, Palk strait and Gulf of Manar, Sheet II.

„ 813, Ceylon, south coast.

*Publications*—Bay of Bengal Pilot, 1910, page 96.

West Coast of India Pilot, 1919, pages 93, 94.

*Authority*—Master Attendant, Colombo, Notice dated 31st August 1921.

BAY OF BENGAL—ORISSA COAST, DHAMRA RIVER ENTRANCE.

*Shortts island—Old fixed light replaced.*

No. 345-I (*first publication*)—

*Former Notice*—No. 304-I of 1921.

*Subject*—The old fixed light on Shortts island has been replaced.

*Position*—Lat.  $20^{\circ} 46' N.$ , long.  $87^{\circ} 04' E.$

*Visibility*—13 miles.

*Charts affected*—No. 754, Dhamra river.

„ 814, The Sandheads—False Point to Matla river.

„ 829, Cocanada to Bassein river.

„ 70, Bay of Bengal.

*Publications*—List of Lights, Part VI, 1921, No. 601.

Bay of Bengal Pilot, 1910, page 277.

*Authority*—Port Officer, Orissa Ports, Chandbali, letter No. 953P. dated the 9th September 1921.

*The 2nd September 1921.*

JAVA, SOUTH COAST—CHILACHAP INLET.

*Karang Bolong—Shoal northward of.*

No. 328 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1208 of 1921), are republished:—

*Position*.—At a distance of 3.80 cables,  $022^{\circ}$ , from the flagstaff on Karang Bolong fort.

Lat.  $7^{\circ} 45' S.$ , long.  $109^{\circ} 03' E.$  (*approx.*).

*Depth*.—3 fathoms (5<sup>m</sup>5).

*Chart affected*.—No. 932, Plan of Chilachap inlet.

*Publication*.—Eastern Archipelago Pilot, Part II, 1913, pages 194 197.

*Authority*.—Hague Notice No. 532 of 1920. (*H. 1908-20.*)

## CHINA SEA.—FORMOSA, WEST COAST.

*Port Ta Kau—Information with regard to Breakwaters; Light established.*

*No. 329 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1209 of 1921), are republished:—*

*Position.*—Ta kau, lat.  $22^{\circ} 37' N.$ , long.  $120^{\circ} 16' E.$  (approx.).

*Details.*—The accompanying reproduction of a portion of the plan of the Port of Ta kau on chart No. 2376 shows the following:—

- (a) Breakwater constructing southward of the entrance.
- (b) Proposed breakwater northward of the entrance.
- (c) Light exhibited at entrance.

*Charts affected.*—No. 2376, Plan of Port Ta kau.

„ 2409, West Coast of Formosa and Pescadores channel.

*Publications.*—List of Lights, Part VI, 1921, No. 1823.

China Sea Pilot, Vol. V, 1912, page 210; Supplement No. 5, 1920.

*Authority.*—Japanese Government Chart. (H. 3802-21.)



Reproduction of Portion of Chart No. 2376

RED SEA, EASTERN SHORE—LOHEIYA NORTHERN APPROACH.

*Dahayir Island—Beacon disappeared.*

No. 330 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1215 of 1921), are republished :—

*Position.*—Lat.  $15^{\circ} 52' N.$ , long.  $42^{\circ} 40' E.$  (approx.).

*Details.*—The beacon on Dahayir island has disappeared and is to be expunged from the chart.

*Chart affected.*—No. 8d, Red sea—sheet 4.

*Publication.*—Red sea, &c., Pilot, 1921 (in press).

*Authority.*—H.M.S. *Cornflower*. (H. 3987-21.)

BORNEO, EAST COAST.

*River Mahakan (Kutei) Entrance—Alteration in positions of buoys.*

No. 331 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1224 of 1921), are republished :—

- (1) *New position.*—At a distance of about  $16\frac{1}{2}$  miles north-eastward from former position southward of Tanjong Pamarung, and 9.60 miles,  $044^{\circ}$ , from charted position of Muara Bekapai pilot light-vessel.

Lat.  $0^{\circ} 49' S.$ , long.  $117^{\circ} 39' E.$  (approx.).

*Description.*—Black and white vertically striped conical buoy, with ball topmark.

- (2) *New position.*—At a distance of about  $3\frac{1}{4}$  miles, eastward from former position, and 10.75 miles,  $257^{\circ}$ , from Muara Bekapai pilot light-vessel.

Lat.  $0^{\circ} 59' S.$ , long.  $117^{\circ} 22' E.$  (approx.).

*Description.*—Black and white horizontally striped conical buoy, with ball topmark.

*Charts affected.*—No. 2662, Plan of River Mahakan.

„ 2636, North part of the Strait of Makassar.

„ 941b, Eastern archipelago—sheet 2.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 368.

*Authority.*—Hague Notice No. 1:85 of 1920. (H. 5431-20.)

BORNEO, EAST COAST.

*Kaniungan Besar—Light discontinued.*

No. 332 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1236 of 1921), are republished :—

*Position.*—On the south-western point of Kaniungan Besar.

Lat.  $1^{\circ} 07' N.$ , long.  $118^{\circ} 51' E.$  (approx.).

*Description.*—A fixed white light (occasional).

*Remarks.*—The above light has been permanently discontinued.

*Note.*—The note “Marked by buoys and beacons” against Telok Seliman is to be expunged from the plan of Kaniungan islands on chart No. 3031.

*Charts affected.*—No. 3031, Plan of Kaniungan islands.

„ 2636, North part of the Strait of Makassar.

*Publications.*—List of Lights, Part VI., 1921, No. 1060.

Eastern Archipelago Pilot, Part II, 1913, page 423;  
Supplement No. 5, 1921.

*Authority.*—Hague Notice No. 547 of 1921. (*H.* 2033-21.)

#### INDIAN OCEAN—MALDIVE ISLANDS.

(1) *Suvadiva (Huvadu) Atoll*—Shoal reported.

(2) *Felidu Atoll*—Reported extension of reef.

*No. 333 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1238 of 1921), are republished:—

##### (1) *Suvadiva (Huvadu) Atoll.*

*Position.*—At a distance of about 2½ miles northward of Dewadu islet.

Lat. 0° 35' 30" N., long. 73° 12' 15" E. (*approx.*).

*Description.*—A shoal awash at low water.

*Note.*—The note "*Reported (1918)*" is to be placed against this shoal on the chart.

##### (2) *Felidu Atoll.*

*Position.*—Foteo islet, lat. 3° 27' N., long. 73° 45' E. (*approx.*).

*Details.*—The north-eastern edge of the barrier reef to the northward of Foteo is reported to extend about a mile further north-eastward than charted.

*Note.*—The note "*Reef repd. to extend one mile further to the N. E. than charted (1918)*" is to be placed against this portion of the reef on the chart.

*Charts affected.*—No. 66b, Maldive islands—middle sheet. (2.)

„ 66c, Maldive islands—southern sheet. (1.)

*Publication.*—W. C. India Pilot, 1919, pages 348, 363.

*Authority.*—H. M. S. *Jung*, Remark Book (1918). (*H.* 5196-18.)

#### RED SEA, EASTERN SHORE—FARISAN BANK.

*El Etwid Khor*—Shoal reported south-westward of.

*No. 334 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1239 of 1921), are republished:—

*Position.*—At a distance of about 6 miles south-westward from El Etwid Khor.

Lat. 17° 28' 30" N., long. 42° 04' 15" E. (*approx.*).

*Depth.*—4 fathoms (7=3).

*Note.*—The shoal is to be marked on the charts with the note "*Reported (1916) (Posn. approx.)*."

*Remarks.*—The track passing through the above position on chart No. 8d is to be expunged for a distance of 2½ miles on either side of the shoal.

*Charts affected.*—No. 8d, Red Sea—sheet 4.

„ 2523, Red Sea.

*Publications.*—Red Sea, etc., Pilot, 1909, page 352.

Red Sea, etc., Pilot, 1921 (*in press*).

*Authority.*—Hydrographic Department. (*H.* 7870-18.)



EASTERN ARCHIPELAGO—TIMOR, NORTH COAST.

*Dilhi Harbour—Amendment to chart with regard to buoys and beacons.*

*No. 335 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1240 of 1921), are re-published:—*

*Position.*—Custom house, lat.  $8^{\circ} 32' S.$ , long.  $125^{\circ} 35' E.$  (*approx.*).

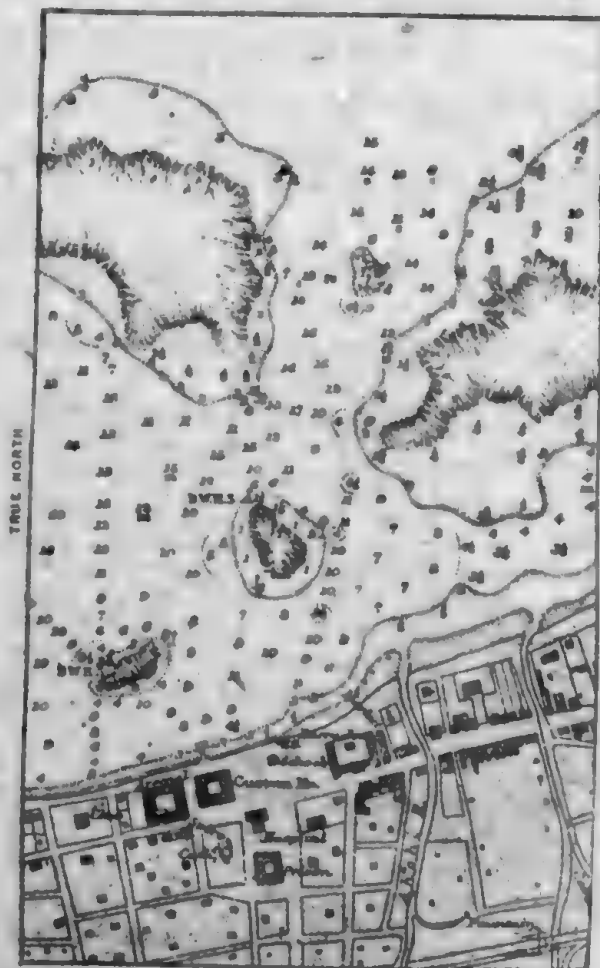
*Details.*—The accompanying reproduction of a portion of the plan of Dilhi harbour on chart No. 1460 shows the necessary corrections to that plan with regard to the positions of buoys and beacons; the positions given are approximate and a note to this effect is to be inserted under the title of the plan.

*Remarks.*—The position of the cathedral spire, which is visible from seaward, is also shown on the reproduction.

*Chart affected.*—No. 1460, Plan of Dilhi harbour.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 311; Supplement No. 5, 1921.

*Authority.*—H.M.S. *Hollyhock*, Hyd. Note No. 7 of 1921. (*H. 3551-21.*)



*Reproduction of Portion of Chart No. 1460*



## PERSIAN GULF—EASTERN SHORE.

*Jezirat Sheikh Shuaib—Position of tower.*

*No. 336 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1259 of 1921), are republished:—

*Former Notice.*—No. 977 of 1921. (*This office No. 139 of 1921.*)

*Position (approximate).*—At a distance of 4 cables  $280^{\circ}$ , from the eastern extremity of Jezirat Sheikh Shuaib.

Lat.  $26^{\circ} 48' N.$ , long.  $53^{\circ} 23' E.$  (*approx.*).

*Description.*—A conspicuous stone tower about 40 feet ( $12^m 2$ ) in height.

*Remarks.*—The position of the tower, which is not shown on certain copies of the charts, is required in order to correct the charts for the depths given in the former Notice quoted above.

*Charts affected.*—No. 2837b, Persian gulf—western sheet, with plan.  
„ 2837a, Persian gulf—eastern sheet.

*Publication.*—Persian Gulf Pilot, 1915, pages 241; Supplement No. 6, 1921.

*Authority.*—H. M. S. *Bramble*, Hyd. Note dated 25th September 1919. (*H. 4325-21.*)

## SOUTH PACIFIC OCEAN—FIJI ISLANDS, VITI LEVU.

*Suva Harbour—Caution with regard to vessels anchoring.*

*No. 337 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1265 of 1921), are republished:—

*Position.*—Grand Pacific hotel, lat.  $18^{\circ} 09' S.$ , long.  $178^{\circ} 26' E.$  (*approx.*).

*Details.*—Vessels are warned not to anchor in Suva harbour between two lines drawn as follows:—

(i) From a position situated 13.0 cables,  $314^{\circ}$ , from the Grand Pacific hotel chimney in a  $121^{\circ}$  direction.

(ii) From a position situated 12.8 cables,  $304^{\circ}$ , from the same chimney in a  $116^{\circ}$  direction.

*Remarks.*—The above limits are to be shown in pecked lines on the charts, with the note “(See Cautionary Note),” and the following note is to be inserted in a conspicuous position near the title of the chart:—

“CAUTION.”

“Vessels are warned not to anchor between the pecked lines in Suva harbour, owing to the existence of telegraph cables.”

*Charts affected.*—No. 1660, Suva harbour.

„ 1757, Nukulau island to Namuka island.

*Publication.*—Pacific Islands Pilot, Vol. II, 1918, page 366.

*Authority.*—H.M.S. *Veronica*, Hyd. Note No. 7 of 1921. (*H. 4166-21.*)

JAPAN—KIUSIU, WEST COAST, NAGASAKI APPROACH.

*Hira Se—Beacon re-erected.*

No. 338 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1267 of 1921), are republished :—

*Position.*—Hira se, lat.  $32^{\circ} 43' N.$ , long.  $129^{\circ} 47' E.$  (approx.).

*Details.*—Information has been received that the red beacon on this rock has been re-erected; it is to be inserted on the charts on the centre of the rock.

*Charts affected.*—No. 2415, Approach to Nagasaki harbour.

„ 2387, Io jima to Madara jima.

„ 359, Nagasaki to Karatsu, with the Goto islands.

„ 358, Western coasts of Kiusiu and Honshū.

*Publication.*—Japan Pilot, 1914, page 462; Supplement No. 5, 1921.

*Authority.*—H.M.S. Curlew, Hyd. Note No. 4 of 1921. (H. 4286-21.)

INDIA, WEST COAST—CAPE COMORIN.

*Wadge Bank*—(1) *Submerged object reported south-eastward of.*

(2) *Wreckage reported southward of.*

No. 339 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 100M. of 1921), are republished :—

(1) *Submerged object reported.*

*Date sighted.*—12th August 1921.

*Details.*—The Master of the SS. "Merton Hall" reports having struck a submerged object in the following position :—

Lat.  $7^{\circ} 01' N.$ , long.  $77^{\circ} 32' E.$

*Caution.*—Mariners are hereby warned accordingly of the danger.

(2) *Wreckage reported.*

*Date sighted.*—14th August 1921.

*Details.*—The Master of the SS. "Glensanda" reports having passed a large spar in the following position :—

Lat.  $7^{\circ} 05' N.$ , long.  $77^{\circ} 11' E.$

*Caution.*—This wreckage constitutes a danger to navigation.

*Charts temporarily affected.*—No. 68B, Palk Strait and Gulf of Manar—Sheet 2 (1).

„ 827, Vengurla to Cape Comorin.

„ 828, Cape Comorin to Cocanada.

„ 70, Bay of Bengal.

„ 748b, Indian ocean, Northern portion.

*Authority.*—D. N. I. O., Colombo, Telegram dated 16th August 1921.

RED SEA.

*No. 324 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 96M of 1921), are republished :—

**Details.**—Information dated 8th August 1921 has been received from the Eastern Telegraph Company, Limited, that 5 unlighted submarine cable buoys, which were temporarily moored in the following positions, have been withdrawn :—

- Charts which were temporarily affected.*—No. 8c, Red Sea, Sheet 5  
(1).  
,, 8d, Red Sea, Sheet 4  
(2·3).  
,, 8b, Red Sea, Sheet 2  
(4).  
,, 8a, Red Sea, sheet 1  
(5).  
,, 2523, Red Sea, (1·2·3.  
4·5).

BAY OF BENGAL—BURMA—RANGOON RIVER.

*No. 325 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 97M. of 1921), are republished:—

*Details.*—In consequence of an examination on the 26th and 27th July 1921, in the vicinity of Chokey Lumps, a shoal patch of 12 feet has been discovered approximately in the following position:—

*Position.*—At a distance of 250 feet  $78\frac{1}{2}^{\circ}$  from the Lower Chokey red conical buoy. Lat.  $16^{\circ} 40' N.$ , long.  $96^{\circ} 14' E.$

*Depth.*—12 feet.

*Charts affected.*—No. 833, Rangoon River and approaches.

" 823, Koronge Island to White Point.

*Publication.*—Bay of Bengal Pilot, 4th Edition, 1910, page 461.

**Authority.**—Deputy Conservator of the Port of Rangoon, dated the 28th July 1921.

### INDIA, WEST COAST—KARACHI HARBOUR.

*Manorâ point—Breakwater light re-exhibited.*

*No. 326 (third publication)*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 99 M. of 1921), are republished :—

*Former Notice—No. 95-M. of 1921. (This office No. 322 of 1921.)*

*Position.*—At the end of the Manora breakwater.

Lat.  $24^{\circ} 47' \text{ N.}$ , long.  $66^{\circ} 59' \text{ E.}$

*Details.*—The white occulting light shown from the end of the Manora breakwater, which was temporarily reported to have gone out, has been re-exhibited.

*Charts which were temporarily affected.*—No. 40, Karachi Harbour.  
 „ 41, Cape Monze to Kediwari mouth.  
 „ 39, Sind and Kutch Coasts.  
 „ 38, Maskat to Karachi.  
 „ 826, Karachi to Vengurla.

*Publications.*—West Coast of India Pilot, 1919, page 336.  
 Indian List of Lights, 40th issue, 1921, in press.

*Authority.*—The Port Officer, Karachi, and Telegram dated 12th August 1921.

#### CEYLON, SOUTH COAST.

*Point de Galle*—Light temporarily extinguished.

No. 327 (third publication).—

*Subject.*—The Point de Galle light will be temporarily extinguished for repairs from the 1st September 1921.

*Position.*—Lat.  $6^{\circ} 1' N.$ , long.  $80^{\circ} 13' E.$

*Remarks.*—A further notice will be issued when the light is re-exhibited.

*Charts affected.*—No. 819, Approaches to Galle harbour.

„ 3700, Colombo to Galle.  
 „ 3265, Galle to Little Basses.  
 „ 813, Ceylon, south part.  
 „ 828, Cape Comorin to Cocanada.  
 „ 70, Bay of Bengal.

*Publications.*—List of Lights, Part VI, 1921, No. 511.  
 Bay of Bengal Pilot, 1910, page 118.

*Authority.*—Master Attendant, Colombo, Notice dated 5th August 1921.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M..

*Port Officer of Calcutta.*





# The Calcutta Gazette

WEDNESDAY, SEPTEMBER 28, 1921.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,  
*Port Officer of Calcutta.*

A. MARR,  
*Secretary to the Government of Bengal,  
Marine Department.*

CALCUTTA, the 16th September 1921.

### KOREA, SOUTH-EAST COAST—FUSAN HARBOUR ENTRANCE.

*Uno Se*—Light-buoy established southward of; Light-buoy northward of withdrawn.

No. 346 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1306 of 1921), are republished:—

(1) Light-buoy established:

*Position*.—Marking the outer end of the south breakwater under construction, at a distance of 2 cables, 197°, from *Uno se* lighthouse.

Lat. 35° 06' N., long. 129° 04' E. (*approx.*).

*Description*.—A black light-buoy, exhibiting a *flashing red light* every three seconds.

(2) Light-buoy withdrawn:

*Position*.—Off Papon Kutsu, at a distance of about 2 cables northward of *Uno se* lighthouse.

*Description*.—Light-buoy with flashing white light.

*Chart affected*.—No. 1259, Fusan harbour.

*Publication*.—E. O. Korea, &c., Pilot, 1913, page 77.

*Authority*.—Tokyo Notice No. 179 of 1921. (*H. 4454/21.*)

## JAPAN—KIUSIU, WEST COAST.

*Nagasaki Harbour Entrance—Correction to chart with regard to leading line.*

*No. 347 (first publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1307 of 1921), are re-published:—

*Position.*—Nagasaki harbour entrance, lat.  $32^{\circ} 43' N.$ , long.  $129^{\circ} 49' E.$  (approx.).

*Correction.*—The words "*Yellow Cliff*" are to be substituted for "*Buoy*," in the note against the leading line referring to Yone Yama summit when bearing  $086^{\circ}$ , on the chart quoted below.

*Chart affected.*—No. 2815, Nagasaki harbour.

*Publication.*—Japan Pilot, 1914, page 466.

*Authority.*—H. M. S. *Curlew*, Hyd. Note No. 4 of 1921. (*H. 4285/21.*)

## NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

(1) *Kusaie (Ualan) island, Chabrol Harbour—Existence of beacons.*

(2) *Truk (Hogolu) islands—Existence of reef; General information.*

*No. 348 (first publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1308 of 1921), are re-published:—

(1) *Kusaie (Ualan) island, Chabrol harbour.*

*Position.*—Chabrol harbour entrance, lat.  $5^{\circ} 20' N.$ , long.  $163^{\circ} 01' E.$  (approx.).

Distance and Bearing from southern extremity of Lélé point.

Description.

(a) 6.60 cables, $267^{\circ}$	...	...	White diamond beacon.
(b) 3.82 „ $258^{\circ}$	...	...	Ditto.
(c) 1.80 „ $264^{\circ}$	...	...	Ditto.
(d) 1.70 „ $207^{\circ}$	...	...	Ditto.

*Remarks.*—(a) and (b) are in line when bearing  $278^{\circ}$ , and lead into the harbour.

(c) Marks edge of reef westward of Lélé point.

(d) Marks northern edge of detached reef northward of Yegan point.

*Note.*—The positions given are approximate.

(2) *Truk (Hogolu) islands.*

(a) *Existence of reef:*

*Position.*—Centre of reef, at a distance of 2.10 miles,  $075^{\circ}$ , from the summit of Mt. Uroras, Uman island.

Lat.  $7^{\circ} 18' N.$ , long.  $151^{\circ} 55' E.$  (approx.).

*Description.*—The reef is about one mile in length in a north-westerly and south-easterly direction and about half a mile in breadth.

*Note.*—The reef is to be indicated on the charts by a danger line enclosing numerous rocks.

(b) General information:

*Details.*—Strong tide rips occur outside the entrance to Salat pass. Coconut trees exist on Salat and Feinif islands.

*Note.*—The above information is to be inserted on the charts.

*Charts affected.*—No. 978, Kusaie or Ualan island, with plan of Chabrol harbour.

„ 982, Truk or Hogolu islands.

*Publications.*—Pacific Islands Pilot, Vol. I., 1908, pages 398, 399, 408.  
Pacific Islands Pilot, Vol. I. (*in press*).

*Authority.*—Hydrographic Department. (H. 8112/20.)

#### CHINA SEA—GULF OF SIAM.

##### *Kamput Approach—Existence of rock.*

*No. 349 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1309 of 1921), are republished:—

*Position.*—At a distance of about 3 cables northward of Rocky islet.  
Lat.  $10^{\circ} 28' 25''$  N., long.  $104^{\circ} 10' 32''$  E.

*Depth.*—2 feet (0<sup>m</sup>6) rock.

*Note.*—The symbol for a rock with a depth of less than 6 feet is to be placed on the charts.

*Charts affected.*—No. 2725, Koh Tron and channels leading to Kamput.  
„ 2723, Bay island to Pulo Obj.

*Publication.*—China Sea Pilot, Vol III. page 148.

*Authority.*—Bangkok Notice No. 112 of 1921. (H. 4430-21.)

#### RED SEA—EASTERN SHORE.

##### *Farisan Islands—Amendments to charts.*

*No. 350 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1323 of 1921), are republished:—

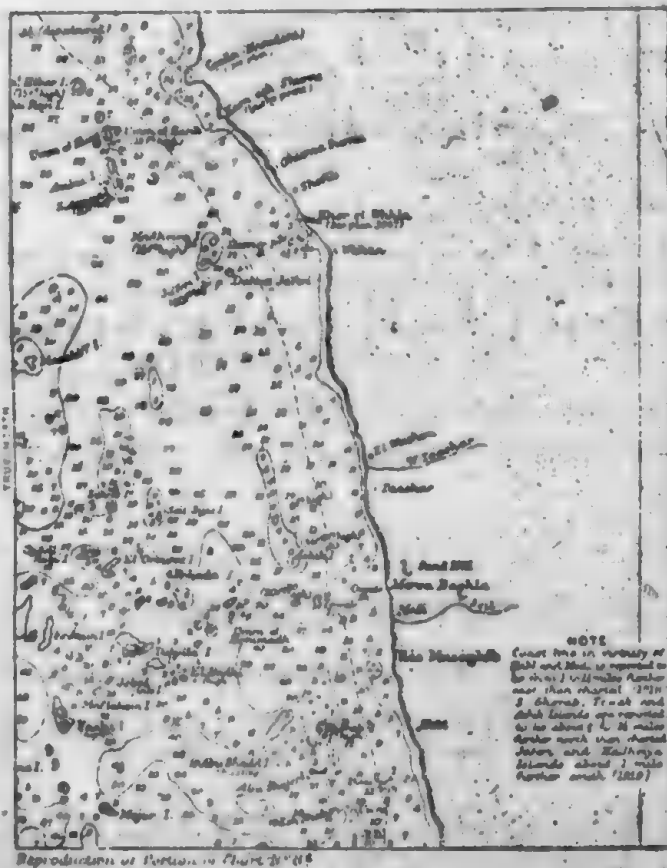
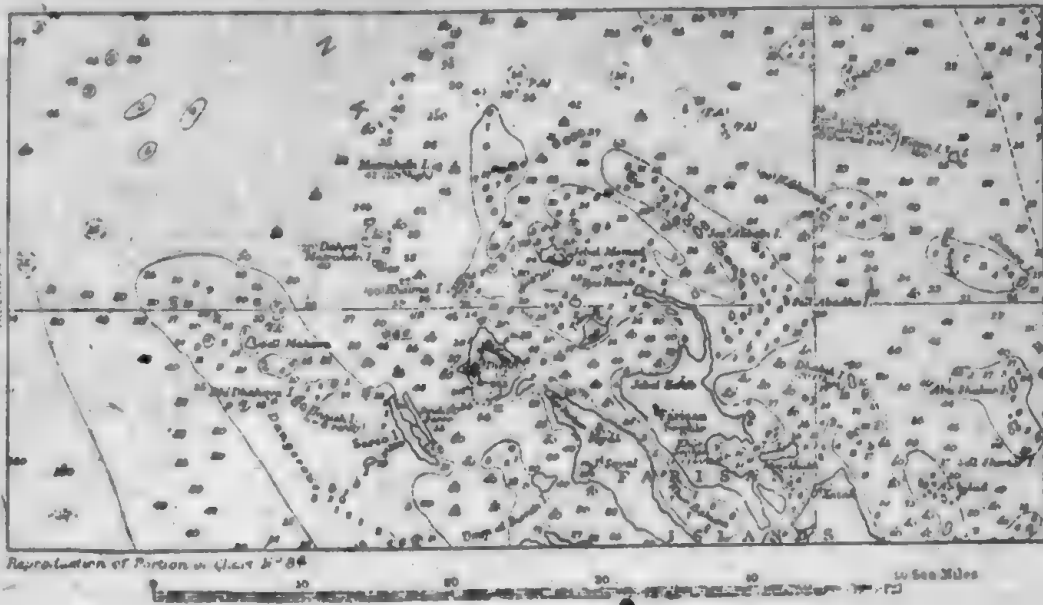
*Position.*—(i) Matrahein island, lat.  $17^{\circ} 10'$  N., long.  $41^{\circ} 34'$  E. (*approx.*).  
(ii) Karn-esh-Shurra, lat.  $16^{\circ} 50'$  N., long.  $42^{\circ} 31'$  E. (*approx.*).

*Details.*—The accompanying reproductions of portions of charts Nos. 8d and 2523 show the necessary corrections to those charts with regard to heights and positions of various islets, and depths in the vicinity of the Farisan islands.

*Charts affected.*—No. 8d, Red sea, sheet 4.  
„ 2523, Red sea.

*Publications.*—Red Sea, &c., Pilot, 1909, Chapter VII.  
Red Sea, &c., Pilot, 1921 (*in press*).

Authority.—H.M. Surveying Vessel *Merlin*, and H.M.S. *Cornflower*, Hyd.  
Note No. 1 of 1921. (H. 5369-19 & 3654-21.)



AFRICA, SOUTH-EAST COAST—NATAL.

*Durban Harbour—Alteration in character of leading lights.*

No. 351 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1329 of 1921), are republished:—

(a) Front light:

*Position*.—At a distance of about half a mile eastward of Salisbury island.

Lat.  $29^{\circ} 53' S.$ , long.  $31^{\circ} 03' E.$  (*approx.*).

*New abridged description*.—Lt. Fl. Red ev. sec.

*Alteration*.—The character of the front light has been altered from fixed red to *flashing red every second*, thus:

Flash,	eclipse.
0.3 sec.	0.7 sec.

(b) Rear light:

*Position*.—At a distance of about 6 cables south-westward from front light.

*New abridged description*.—Lt. Fl. ev. 3 sec.

*Alteration*.—The character of the rear light has been altered from fixed white to *flashing white every three seconds*, thus:

Flash,	eclipse.
0.5 sec.	2.5 sec.

*Chart affected*.—No. 643, Durban and approaches.

*Publications*.—List of Lights, Part VI, 1921, No. 51.  
Africa Pilot, Part III, 1915, page 171.

*Authority*.—South African Railways and Harbours, Notice No. 469 of 1921.

MAKASSAR STRAIT—BORNEO, EAST COAST.

*Hercules Reef—Light-buoy established.*

No. 352 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1330 of 1921), are republished:—

*Position*.—On the western side of Hercules reef.

Lat.  $2^{\circ} 22' 30'' S.$ , long.  $116^{\circ} 42' 30'' E.$  (*approx.*).

*Description*.—A light-buoy painted black, exhibiting an *occulting white light*.

*Charts affected*.—No. 2637, South part of the Strait of Makassar.  
„ 941b, Eastern Archipelago—sheet 2.

*Publication*.—Eastern Archipelago Pilot, Part II, 1913, page 355.

*Authority*.—Hague Notice No. 1356 of 1921. (H. 4564-21.)



*The 12th September 1921.*

INDIAN OCEAN—AFRICA. EAST COAST.

*Mozambique Channel—Derelict Reported.*

*No. 340 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 101M of 1921), are republished:—

*Date sighted*—26th August 1921.

*Details*—The Master of SS "Umsinga" reports having passed a Conical Buoy with staff adrift, in the following position.

*Position*—Lat. 15° 14' S., Long. 42° 55' E.

*Caution*—Mariners are hereby warned accordingly.

*Charts temporarily affected*—No. 2762, Comoro Islands.

" 597, Delagoa Bay to Cape Guardafui.

" 748B, Indian Ocean, Northern portion.

" 748A, Indian Ocean, Southern portion.

*Authority*—The Port Officer, Bombay, dated 27th August 1921.

INDIA, WEST COAST.

*Goa, Mandani River Entrance—Annual re-exhibition of Leading Lights.*

*No. 341 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 102M of 1921), are republished:—

*Former Notice*—No. 74-M. of 1921. (*This office No. 157 of 1921.*)

*Details*—The Captain of the Ports of Portuguese India has notified that the leading lights at Campal, Malim, Reis Magos, Verim and Marca-Tejo, which were extinguished owing to the impracticability of the bar navigation during the South-West Monsoon, were re-exhibited on the 16th August 1921.

*Charts which were temporarily affected*—No. 492, Aguada to St. George Island.

" 740, Achra River to Cape Ramas.

*Authority*—His Britannic Majesty's Consul for Goa, dated 29th August 1921.

INDIA WEST—KATHIAWAR COAST.

*Diu Harbour—Annual re-exhibition of leading lights.*

*No. 342 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 103M. of 1921), are republished:—

*Former Notice*—No. 75M. of 1921. (*This office No. 158 of 1921.*)

*Details*—The Captain of the Ports for Portuguese India has notified that the lights of Forte de Mar, Couraca, Forte de Simbor and Forte de Barra at Brancavara, which were extinguished for the South-West Monsoon, will be re-exhibited from 1st September 1921.

*Charts which were temporarily affected.*—No. 50, Diu Head to Gopnath Point.

*Authority*—His Britannic Majesty's Consul for Goa, dated 29th August 1921.

AUSTRALIA, EAST COAST—WIDE BAY BAR.

*North Channel closed to navigation.*

No. 343 (*second publication*).—The Portmaster, Brisbane, has given notice (No. 13 of 1921) that the depth in the North Channel has decreased to 7 feet at low water. Pending further examination this channel is closed to navigation:—

*Charts affected*—Nos. 1930 and 1068, Australia Directory, Vol. 2.

CEYLON, WEST COAST—NORTHERN APPROACH TO COLOMBO HARBOUR.

*Ona Gala reef buoy—Light extinguished.*

No. 344 (*second publication*).—

*Subject*—The light on the buoy marking the Ona Gala reef has been extinguished. It will be re-lit when the weather permits. No further Notice will be issued.

*Position*—Lat.  $6^{\circ} 59' N.$ , long.  $79^{\circ} 50' 4'' E.$  (approximate).

*Charts affected*—No. 914, Colombo harbour.

„ 3686, Approaches to Colombo harbour.

„ 68B, Palk strait and Gulf of Manar, Sheet II.

„ 813, Ceylon, south coast.

*Publications*—Bay of Bengal Pilot, 1910, page 96.

West Coast of India Pilot, 1919, pages 93, 94.

*Authority*—Master Attendant, Colombo, Notice dated 31st August 1921.

BAY OF BENGAL—ORISSA COAST, DHAMRA RIVER ENTRANCE.

*Shortts island—Old fixed light replaced.*

No. 345-I (*second publication*).—

*Former Notice*—No. 304-I of 1921.

*Subject*—The old fixed light on Shortts island has been replaced.

*Position*—Lat.  $20^{\circ} 46' N.$ , long.  $87^{\circ} 04' E.$

*Visibility*—13 miles.

*Charts affected*—No. 754, Dhamra river.

„ 814, The Sandheads—False Point to Matla river.

„ 829, Cocanada to Bassein river.

„ 70, Bay of Bengal.

*Publications*—List of Lights, Part VI, 1921, No. 601.

Bay of Bengal Pilot, 1910, page 277.

*Authority*—Port Officer, Orissa Ports, Chandbali, letter No. 953P., dated the 9th September 1921.

*The 2nd September 1921.*

JAVA, SOUTH COAST—CHILACHAP INLET.

*Karang Bolong—Shoal northward of.*

No. 328 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1208 of 1921), are republished:—

*Position*.—At a distance of 3·80 cables,  $0^{\circ} 22'$ , from the flagstaff on Karang Bolong fort.

Lat.  $7^{\circ} 45' S.$ , long.  $109^{\circ} 03' E.$  (approx.).

*Depth*.—3 fathoms (5<sup>m</sup>5).

*Chart affected*.—No. 932, Plan of Chilachap inlet.

*Publication*.—Eastern Archipelago Pilot, Part II, 1913, pages 194, 197.

*Authority*.—Hague Notice No. 532 of 1920. (H. 1908-20.)

## CHINA SEA.—FORMOSA, WEST COAST.

*Port Ta Kau—Information with regard to Breakwaters; Light established.*

*No. 329 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1209 of 1921), are republished:—*

*Position.*—Ta kau, lat.  $22^{\circ} 37' N.$ , long.  $120^{\circ} 16' E.$  (*approx.*).

*Details.*—The accompanying reproduction of a portion of the plan of the Port of Ta kau on chart No. 2376 shows the following:—

- (a) Breakwater constructing southward of the entrance.
- (b) Proposed breakwater northward of the entrance.
- (c) Light exhibited at entrance.

*Charts affected.*—No. 2376, Plan of Port Ta kau.

„ 2409, West Coast of Formosa and Pescadores channel.

*Publications.*—List of Lights, Part VI, 1921, No. 1823.

China Sea Pilot, Vol. V, 1912, page 210; Supplement No. 5, 1920.

*Authority.*—Japanese Government Chart. (*H. 3802-21.*)



Reproduction of Portion of Chart No. 2376



RED SEA, EASTERN SHORE—LOHEIYA NORTHERN APPROACH.

*Dahayir Island—Beacon disappeared.*

No. 330 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1215 of 1921), are republished:—

*Position*.—Lat.  $15^{\circ} 52' N.$ , long.  $42^{\circ} 40' E.$  (*approx.*).

*Details*.—The beacon on Dahayir island has disappeared and is to be expunged from the chart.

*Chart affected*.—No. 8d, Red sea—sheet 4.

*Publication*.—Red sea, &c., Pilot, 1921 (*in press*).

*Authority*.—H.M.S. *Cornflower*. (H. 3987-21.)

BORNEO, EAST COAST.

*River Mahakan (Kutei) Entrance—Alteration in positions of buoys.*

No. 331 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1224 of 1921), are republished:—

- (1) *New position*.—At a distance of about  $16\frac{1}{2}$  miles north-eastward from former position southward of Tanjong Pamarung, and 9.60 miles,  $044^{\circ}$ , from charted position of Muara Bekapai pilot light-vessel.

Lat.  $0^{\circ} 49' S.$ , long.  $117^{\circ} 39' E.$  (*approx.*).

*Description*.—Black and white vertically striped conical buoy, with ball topmark.

- (2) *New position*.—At a distance of about  $3\frac{1}{2}$  miles, eastward from former position, and 10.75 miles,  $257^{\circ}$ , from Muara Bekapai pilot light-vessel.

Lat.  $0^{\circ} 59' S.$ , long.  $117^{\circ} 22' E.$  (*approx.*).

*Description*.—Black and white horizontally striped conical buoy, with ball topmark.

*Charts affected*.—No. 2662, Plan of River Mahakan.

„ 2636, North part of the Strait of Makassar.

„ 941b, Eastern archipelago—sheet 2.

*Publication*.—Eastern Archipelago Pilot, Part II, 1913, page 368.

*Authority*.—Hague Notice No. 185 of 1920. (H. 5431-20.)

BORNEO, EAST COAST.

*Kaniungan Besar—Light discontinued.*

No. 332 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1236 of 1921), are republished:—

*Position*.—On the south-western point of Kaniungan Besar.

Lat.  $1^{\circ} 07' N.$ , long.  $118^{\circ} 51' E.$  (*approx.*).

*Description*.—A fixed white light (occasional).

*Remarks*.—The above light has been permanently discontinued.

*Note*.—The note “Marked by buoys and beacons” against Telok Seliman is to be expunged from the plan of Kaniungan islands on chart No. 3031.

*Charts affected.*—No. 3031, Plan of Kaniungan islands.

„ 2636, North part of the Strait of Makassar.

*Publications.*—List of Lights, Part VI., 1921, No. 1060.

Eastern Archipelago Pilot, Part II, 1913, page 423;  
Supplement No. 5, 1921.

*Authority.*—Hague Notice No. 547 of 1921. (H. 2033-21.)

#### INDIAN OCEAN—MALDIVE ISLANDS.

(1) *Suvadiva (Huvadu) Atoll*—Shoal reported.

(2) *Felidu Atoll*—Reported extension of reef.

*No. 333 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1238 of 1921), are republished—

##### (1) *Suvadiva (Huvadu) Atoll.*

*Position.*—At a distance of about 2½ miles northward of Dewadu islet.

Lat.  $0^{\circ} 35' 30''$  N., long.  $73^{\circ} 12' 15''$  E. (approx.).

*Description.*—A shoal awash at low water.

*Note.*—The note “*Reported (1918)*” is to be placed against this shoal on the chart.

##### (2) *Felidu Atoll.*

*Position.*—Foteo islet, lat.  $3^{\circ} 27'$  N., long.  $73^{\circ} 45'$  E. (approx.).

*Details.*—The north-eastern edge of the barrier reef to the northward of Foteo is reported, to extend about a mile further north-eastward than charted.

*Note.*—The note “*Reef repd. to extend one mile further, to the N. E. than charted (1918)*” is to be placed against this portion of the reef on the chart.

*Charts affected.*—No. 66b, Maldive islands—middle sheet. (2.)

„ 66c, Maldive islands—southern sheet. (1.)

*Publication.*—W. C. India Pilot, 1919, pages 348, 363.

*Authority.*—H. M. S. *Juno*, Remark Book (1918). (H. 5196-18.)

#### RED SEA, EASTERN SHORE—FARJAN BANK.

*El Etwid Khor*—Shoal reported south-westward of.

*No. 334 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1239 of 1921), are republished:—

*Position.*—At a distance of about 6 miles south-westward from El Etwid Khor.

Lat.  $17^{\circ} 28' 30''$  N., long.  $42^{\circ} 04' 15''$  E. (approx.).

*Depth.*—1 fathoms (7<sup>m</sup>3).

*Note.*—The shoal is to be marked on the charts with the note “*Reported (1916) (Posn. approx.)*.”

*Remarks.*—The track passing through the above position on chart No. 8d is to be expunged for a distance of 2½ miles on either side of the shoal.

*Charts affected.*—No. 8d, Red Sea—sheet 4.

„ 2523, Red Sea.

*Publications.*—Red Sea, etc., Pilot, 1909, page 352.

Red Sea, etc., Pilot, 1921 (*in press*).

*Authority.*—Hydrographic Department. (H. 7870-18.)



EASTERN ARCHIPELAGO—TIMOR, NORTH COAST.

*Dilhi Harbour—Amendment to chart with regard to buoys and beacons.*

*No. 335 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1240 of 1921), are republished:—

*Position.*—Custom house, lat.  $8^{\circ} 32' S.$ , long.  $125^{\circ} 35' E.$  (*approx.*).

*Details.*—The accompanying reproduction of a portion of the plan of Dilhi harbour on chart No. 1460 shows the necessary corrections to that plan with regard to the positions of buoys and beacons; the positions given are approximate and a note to this effect is to be inserted under the title of the plan.

*Remarks.*—The position of the cathedral spire, which is visible from seaward, is also shown on the reproduction.

*Chart affected.*—No. 1460, Plan of Dilhi harbour.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 311; Supplement No. 5, 1921.

*Authority.*—H.M.S. *Hollyhock*, Hyd. Note No. 7 of 1921. (*H. 3551-21.*)



Reproduction of Portion of Chart No. 1460

0 1 2 3 4 5 6 7 8 9 10 Cables

## PERSIAN GULF—EASTERN SHORE.

*Jezirat Sheikh Shuaib—Position of tower.*

*No. 336 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1259 of 1921), are republished :—

*Former Notice.*—No. 977 of 1921. (*This office No. 139 of 1921.*)

*Position (approximate).*—At a distance of 4 cables  $280^{\circ}$ , from the eastern extremity of Jezirat Sheikh Shuaib.

Lat.  $26^{\circ} 48' N.$ , long.  $53^{\circ} 23' E.$  (*approx.*).

*Description.*—A conspicuous stone tower about 40 feet ( $12^m 2$ ) in height.

*Remarks.*—The position of the tower, which is not shown on certain copies of the charts, is required in order to correct the charts for the depths given in the former Notice quoted above.

*Charts affected.*—No. 2837b, Persian gulf—western sheet, with plan.  
„ 2837a, Persian gulf—eastern sheet.

*Publication.*—Persian Gulf Pilot, 1915, pages 241; Supplement No. 6, 1921.

*Authority.*—H. M. S. *Bramble*, Hyd. Note dated 25th September 1919. (*H. 4325-21.*)

## SOUTH PACIFIC OCEAN—FIJI ISLANDS, VITI LEVU.

*Suva Harbour—Caution with regard to vessels anchoring.*

*No. 337 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1265 of 1921), are republished :—

*Position.*—Grand Pacific hotel, lat.  $18^{\circ} 09' S.$ , long.  $178^{\circ} 26' E.$  (*approx.*).

*Details.*—Vessels are warned not to anchor in Suva harbour between two lines drawn as follows :—

(i) From a position situated 13.0 cables,  $314^{\circ}$ , from the Grand Pacific hotel chimney in a  $121^{\circ}$  direction.

(ii) From a position situated 12.8 cables,  $304^{\circ}$ , from the same chimney in a  $116^{\circ}$  direction.

*Remarks.*—The above limits are to be shown in pecked lines on the charts, with the note “(*See Cautionary Note*),” and the following note is to be inserted in a conspicuous position near the title of the chart :—

## “CAUTION.”

“Vessels are warned not to anchor between the pecked lines in Suva harbour, owing to the existence of telegraph cables.”

*Charts affected.*—No. 1660, Suva harbour.

„ 1757, Nukulau island to Namuka island.

*Publication.*—Pacific Islands Pilot, Vol. 11, 1918, page 366.

*Authority.*—H.M.S. *Veronica*, Hyd. Note No. 7 of 1921. (*H. 4166-21.*)

JAPAN—KUSIU, WEST COAST, NAGASAKI APPROACH.

*Hira Se—Beacon re-erected.*

No. 338 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1267 of 1921), are republished:—

*Position.*—Hira se, lat.  $32^{\circ} 43' N.$ , long.  $129^{\circ} 47' E.$  (approx.).

*Details.*—Information has been received that the red beacon on this rock has been re-erected; it is to be inserted on the charts on the centre of the rock.

*Charts affected.*—No. 2415, Approach to Nagasaki harbour.

.. 2387, Io jima to Madara jima.

.. 359, Nagasaki to Karatsu, with the Goto islands.

.. 358, Western coasts of Kiusiu and Honshū.

*Publication.*—Japan Pilot, 1914, page 462; Supplement No. 3, 1921.

*Authority.*—H.M.S. Curlew, Hyd. Note No. 4 of 1921. (H. 4285-21.)

INDIA, WEST COAST—CAPE COMORIN.

*Wadge Bank*—(1) Submerged object reported south-eastward of.

(2) Wreckage reported southward of.

No. 339 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 100M. of 1921), are republished:—

(1) Submerged object reported.

*Date sighted.*—12th August 1921.

*Details.*—The Master of the SS. "Merton Hall" reports having struck a submerged object in the following position:—

Lat.  $7^{\circ} 01' N.$ , long.  $77^{\circ} 32' E.$

*Caution.*—Mariners are hereby warned accordingly of the danger.

(2) Wreckage reported.

*Date sighted.*—14th August 1921.

*Details.*—The Master of the SS. "Glensanda" reports having passed a large spar in the following position:—

Lat.  $7^{\circ} 05' N.$ , long.  $77^{\circ} 11' E.$

*Caution.*—This wreckage constitutes a danger to navigation.

*Charts temporarily affected.*—No. 68B, Palk Strait and Gulf of Manar—Sheet 2 (1).

.. 827, Vengurla to Cape Comorin.

.. 828, Cape Comorin to Cocanada.

.. 70, Bay of Bengal.

.. 748b, Indian ocean. Northern portion.

*Authority.*—D. N. I. O, Colombo. Telegram dated 16th August 1921.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,

Port Officer of Calcutta.



# The Calcutta Gazette

WEDNESDAY, OCTOBER 5, 1921.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,  
*Port Officer of Calcutta.*

A. MARR,  
*Secretary to the Government of Bengal,  
Marine Department.*

CALCUTTA, the 26th September 1921.

### CHINA SEA.

*Paracel Islands—Caution with regard to position.*

*No. 353 (first publication)*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1346 of 1921), are republished:—

*Position.*—Woody Island, lat.  $16^{\circ} 50' N.$ , long.  $112^{\circ} 20' E.$  (approx.), on chart No. 94.

*Caution.*—The Paracel islands are reported to lie about 5 miles further to the westward than charted. A note to this effect is to be inserted on the undermentioned charts.

*Charts affected.*—No. 94, Paracel islands.

.. 2661a, China sea, northern portion—Western sheet.

.. 1263, China sea.

*Publication.*—China Sea Pilot, Vol. III, 1912, pages 106 to 112; Supplement No. 5, 1920.

*Authority.*—U. S. A. Hydrographic Office. (H. 1586-21.)

## CHINA, SOUTH COAST—KAP SING MUN.

*Kap Sing light—Amended character.*

*No. 354 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1347 of 1921), are republished.

*Position.*—Lat.  $22^{\circ} 20' N.$ , long  $114^{\circ} 04' E.$  (*approx.*).

*New abridged description.*—Lt. Gp. Fl. (2) *ev. 10 sec., 124 ft., vis. 5 m.*

*Details.*—The character of the light is now *group flashing white* showing *two flashes every ten seconds*, thus:

Flash,	eclipse,	flash,	eclipse.
1 sec.	1 sec.	1 sec.	7 sec.

*Charts affected.*—No. 3632, Wan chu chau to Brothers point.

„ 3681, Kap sing mun to Boca Tigris—southern sheet.

„ 1466, Hongkong.

„ 1180, Approaches to Hongkong.

„ 3026, Macao to Pedro Blanco—including Hongkong.

„ 1962, Hongkong to The Brothers.

*Publications.*—List of Lights, Part VI, 1921, No. 1513.  
China Sea Pilot, Vol. III, 1912, page 486.

*Authority.*—H. M. S. *Hawkins*, Remark Book, 1920. (*H. 4520-21.*)

## EASTERN ARCHIPELAGO—CERAM, NORTH COAST.

*Sekola Point—Shoal eastward of.*

*No. 355 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1348 of 1921), are republished:—

*Position.*—At a distance of about  $1\frac{1}{2}$  miles eastward of Sekola point.  
Lat.  $2^{\circ} 47' 00'' S.$ , long.  $129^{\circ} 32' 45'' E.$

*Depth.*—Not stated.

*Note.*—This position is to be surrounded on the chart by a danger line with the note “*P. D.*”

*Chart affected.*—No. 942b, Eastern archipelago—sheet 4.

*Publication.*—Eastern Archipelago Pilot, Part III, 1911, page 129.

*Authority.*—Hague Notice No. 1341 of 1921. (*H. 4559-21.*)

## NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

*Yap Island, Tomil Haven entrance—Amendments to chart.*

*No. 356 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1349 of 1921), are republished:—

*Position.*—Entrance rock, lat.  $9^{\circ} 29' N.$ , long.  $138^{\circ} 10' E.$  (*approx.*).



*Details.*—The accompanying reproduction of portions of chart No. 1485 shows the necessary corrections to that chart with regard to —

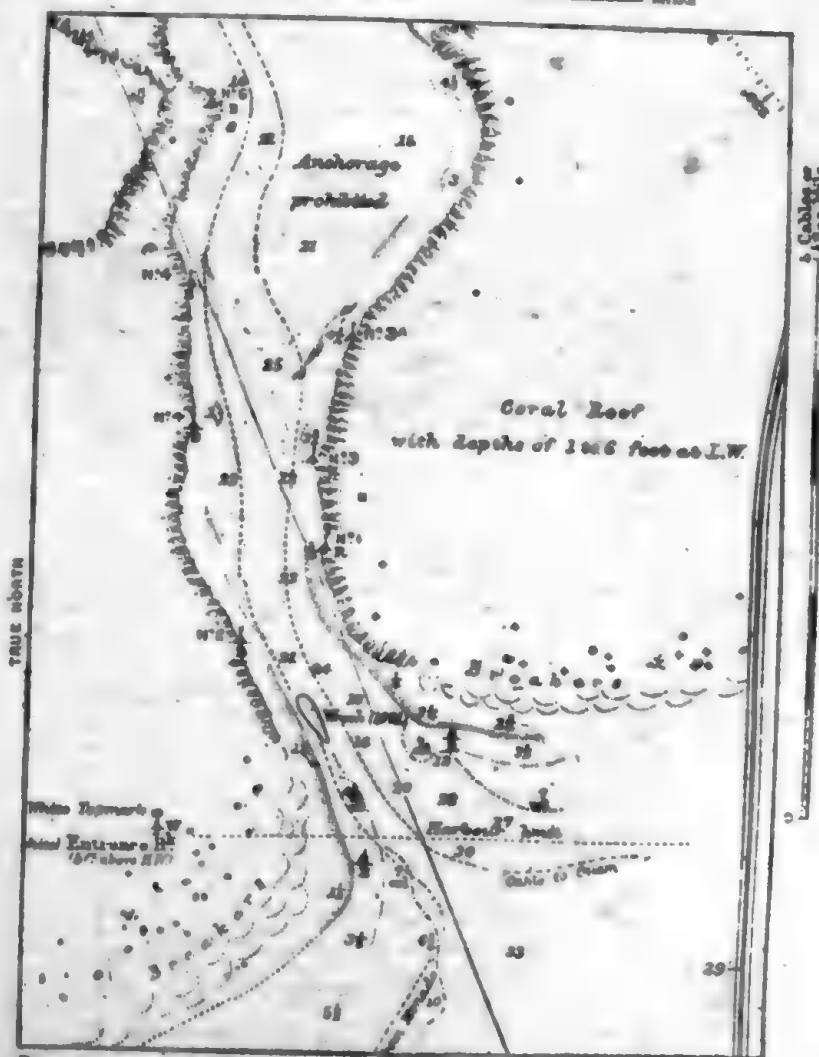
- (i) The reefs in the entrance to Tomil haven.
- (ii) Beacons and buoys.
- (iii) Depths and shoals.
- (iv) Wreck in the entrance.
- (v) The harbour limit.

*Chart affected.*—No. 1485, Tomil haven. Yap or Uap island.

*Publications.*—Pacific Islands Pilot, Vol. I, 1908, page 416; Supplement No. 3, 1917.

Pacific Islands Pilot, Vol. I, 1921 (*in press*).

*Authority.*—Tokyo Notice No. 60 of 1921. (H. 2291-21.)



Reproduction of Portions of Chart No. 1485.

## EASTERN ARCHIPELAGO—JAVA SEA.

*Kangean Group—Amendments to charts.*

*No. 357 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1350 of 1921), are republished:—

*Position.*—Sekala island, lat.  $6^{\circ} 57' S.$ , long.  $116^{\circ} 16' E.$  (approx.).

*Details.*—General amendments to Charts Nos. 2637, 941b, 2759a, and 1263 with regard to the coast line of the Kangean group of islands and the depths and shoals in their vicinity are shown on the accompanying reproductions of portions of those charts.

*Remarks.*—These corrections have been embodied in a new edition of chart No. 1654 which has recently been published.

*Charts affected.*—No. 2637, South part of the Strait of Makassar.

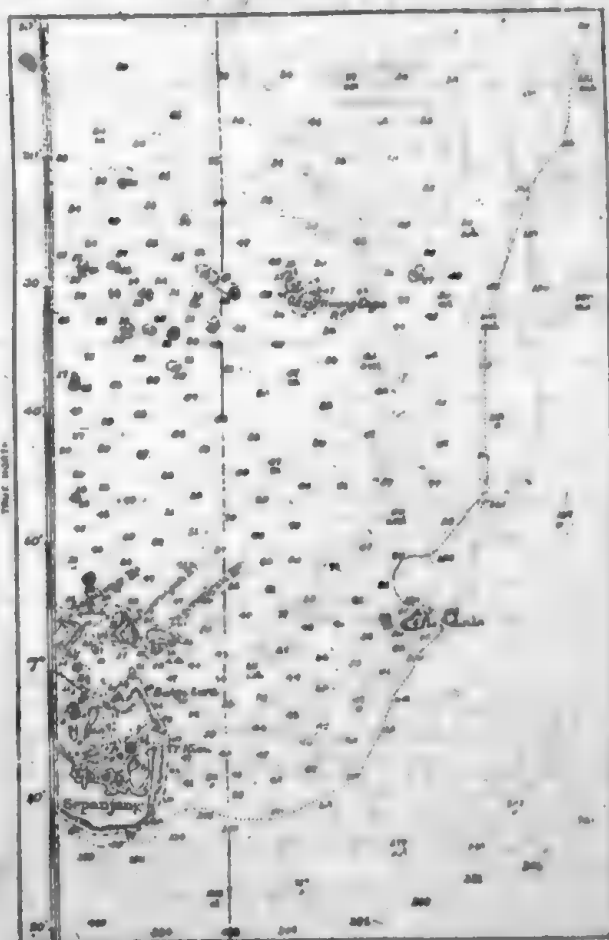
„ 941b, Eastern archipelago—sheet 2.

„ 2759a, Australia—northern portion.

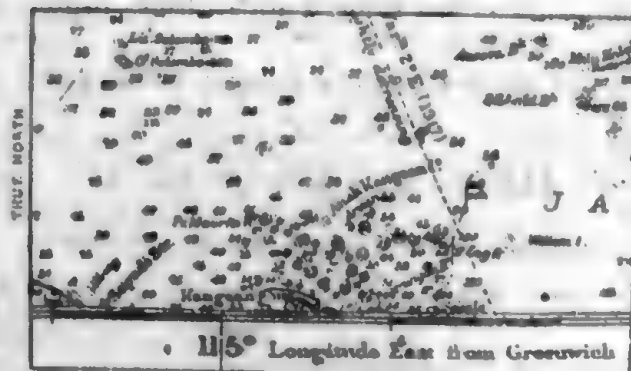
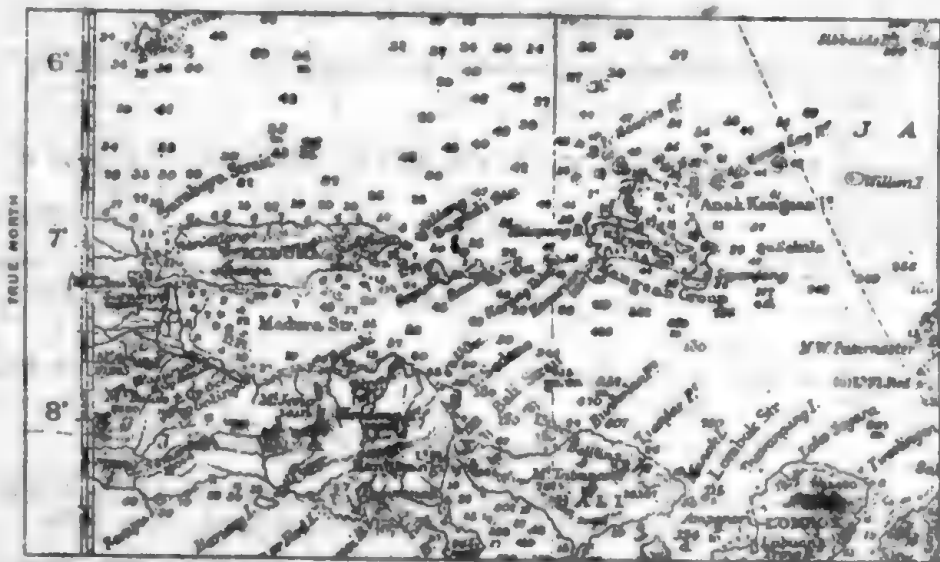
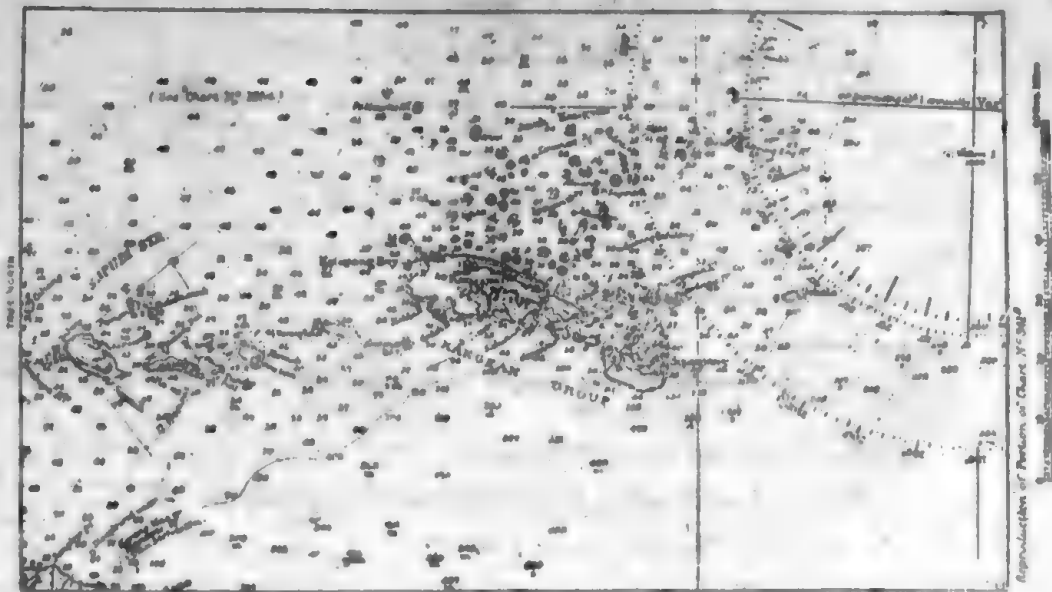
„ 1263, China sea.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, pages 157 to 180; Supplement No. 5, 1921.

*Authority.*—Netherlands Government Chart. (H. 2894-21.)



Reproduction of Portion of Chart 2759a



0 50 100 Sea Miles

## TASMANIA—HUON RIVER.

*Garden Island—Light established.*

No. 358 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1351 of 1921), are republished :—

*Position*.—At southern end of Garden island.

Lat.  $43^{\circ} 16' 02''$  S., long.  $147^{\circ} 08' 06''$  E.

*Abridged description*.—(U) Lt. Occ., 40 ft. vis. 11 m.

*Characteristics :*

*Character*.—Occulting white, the duration of light and eclipse being equal.

*Elevation*.—40 feet ( $12^m2$ ).

*Visibility*.—11 miles, from  $303^{\circ}$  through north to  $120^{\circ}$ .

*Structure*.—White wooden tower.

*Remarks*.—The light is unwatched.

*Charts affected*.—No. 960, Approaches to Hobart.

„ 1079, Tasmania.

*Publications*.—List of Lights, Part VI, 1921, No. 2836.

Australia Pilot, Vol. II, 1918, page 355.

*Authority*.—Hobart Notice dated 24th May 1921. (H. 4507-21.)

## CHINA, EAST COAST—YANG TSE KIANG SOUTHERN APPROACH.

*Steep Island Pass—Submarine bell-buoy to be expunged from charts.*

No. 359 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1352 of 1921), are republished :—

*Position*.—At a distance of about 2 cables south-eastward of Palmer island.

Lat.  $30^{\circ} 12' N.$ , long.  $122^{\circ} 37' E.$  (*approx.*).

*Details*.—The submarine bell-buoy has been removed from the above position and is to be expunged from the charts.

*Charts affected*.—No. 1124, Southern approach to the Yang Tse Kiang.

„ 1199, Kue Shan Islands to the Yang Tse Kiang.

„ 2412, Amoy to Nagasaki.

*Publication*.—China Sea Pilot, Vol. V, 1912, page 322; Supplement No. 5, 1920.

*Authority*.—H. M. S. *Hawkins*, Remark Book, 1920. (H. 4522-21.)

## JAPAN—KIUSIU, WEST COAST.

*Shimabara light—Alteration in character.*

No. 360 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1353 of 1921), are republished :—

*Position*.—Lat.  $32^{\circ} 47' N.$ , long.  $130^{\circ} 23' E.$  (*approx.*).

*New abridged description*.—Lt. Occ. ev 8 sec. 50 ft., vis. 11 m.

**Alteration.**—The character of the light has been altered from fixed white to *occulting white every eight seconds*, thus:

Light	eclipse.
4 sec.	4 sec.

**Remarks**—The visibility of the light is now 11 miles. In other respects the light is unaltered.

**Charts affected.**—No. 3692, Shimabara Kaiwan.

„ 358, Western coasts of Kiusiu and Honshu.

**Publications.**—List of Lights, Part VI, 1921, No. 1888.  
Japan Pilot, 1914, page 456.

**Authority.**—Tokyo, Department of Communications, Notice No. 905 of 1921. (H. 4411-21.)

### NEW GUINEA—GEELVINK BAY.

**Run (Ron) Island**—Amendments to charts.

**No. 361 (first publication).**—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1361 of 1921), are republished:—

**Position.**—Rarian island, lat.  $2^{\circ} 18' S.$ , long.  $134^{\circ} 32' E.$  (approx.).

**Details.**—Amendments to charts with regard to coastline, depths and shoals in the vicinity of Run island are shown on the accompanying reproductions of a portion of chart No. 942b and of the plan of Jende road on chart No. 2467.

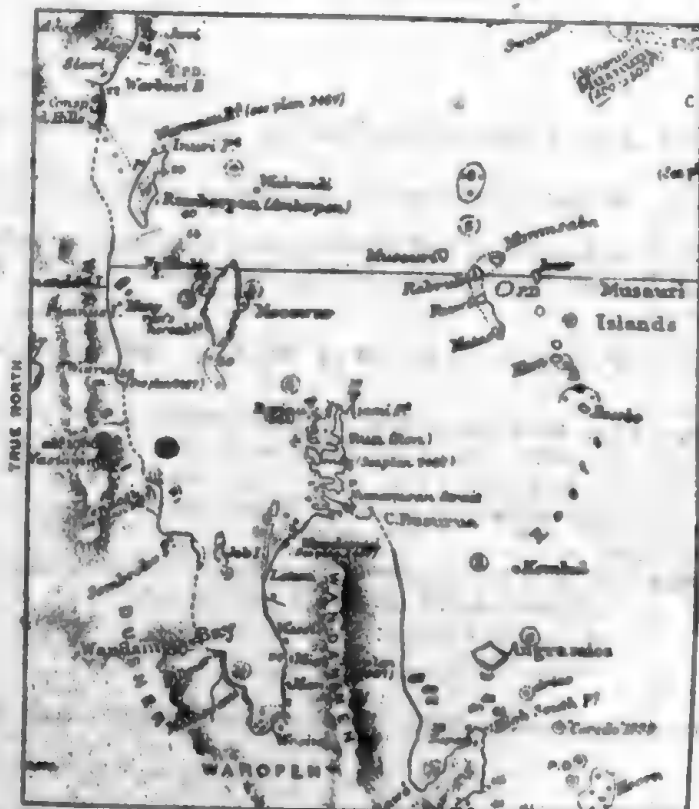
**Charts affected.**—No. 2467, Plan of Jende road.

„ 942b, Eastern archipelago—sheet 4.

**Publications.**—Pacific Islands Pilot, Vol. I, 1908, page 236.

Pacific Islands Pilot, Vol. I, 1921 (in press).

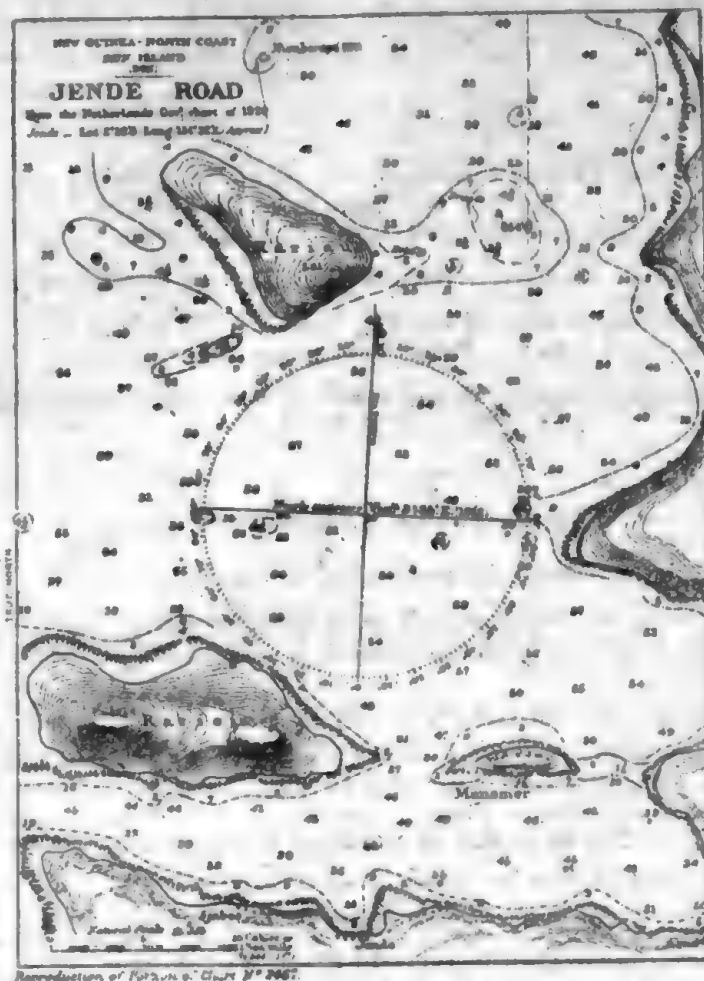
**Authority.**—Netherlands Government Chart and Hague Notice No. 893 of 1921. (H. 3085-21.)



Reproduction of Portion of Chart No. 942b

0 10 20 Miles





#### EASTERN ARCHIPELAGO—GILOLO (HALMAHEIRA) ISLAND.

*Buli (Wossa) Bay—Amendments to charts with regard to reefs.*

*No. 362 (first publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1392 of 1921), are republished:—

*Position.*—Pulo Leleve, lat.  $0^{\circ} 41' N.$ , long.  $128^{\circ} 33' E.$  (approx.).

*Details.*—The accompanying reproduction of a portion of chart No. 942a and of the plan of Bitjoli or Wossa road on chart No. 930 shows the necessary corrections to those charts with regard to reefs in Wossa bay.

*Remarks.*—It will be observed that the reef, formerly shown on the charts about 2 miles north-eastward of Pulo Leleve, does not exist and has been omitted from the reproduction.

*Charts affected.*—No. 942a, Eastern archipelago—sheet 3.

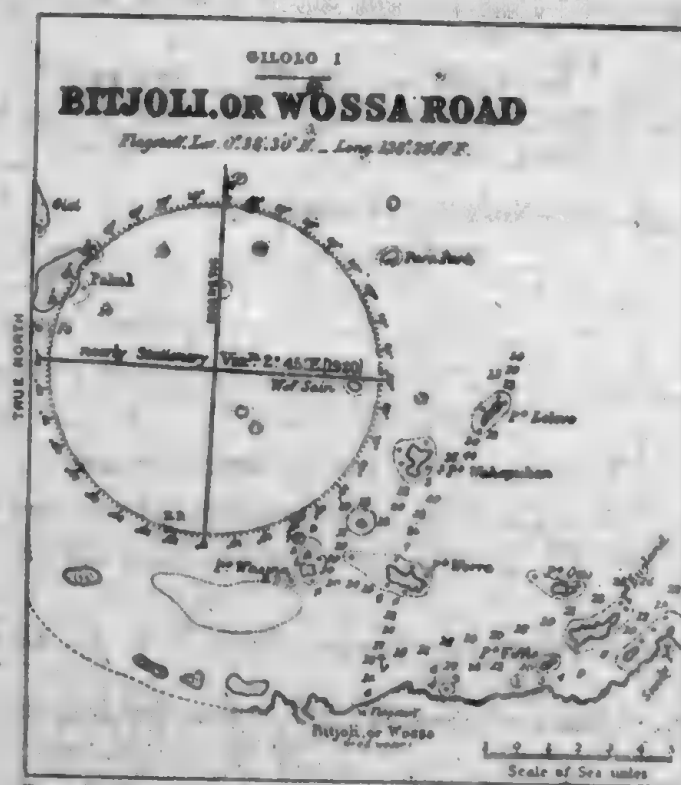
„ 930, Plan of Bitjoli or Wossa road.

*Publication.*—Eastern Archipelago Pilot, Part III, 1911, pages 97, 101.

Authority.—Hague Notice No. 2692 of 1919. (H. 9633-19.)



Reproduction of Portion of Chart No. 9424



Reproduction of Portion of Chart No. 930

#### AUSTRALIA—QUEENSLAND.

Torres Strait, Western Approach—Shoal depth to be inserted on charts.

No. 363 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1398 of 1921), are republished:—

Position.—At a distance of about 12½ miles westward from Booby island light.

Lat. 10° 35' 12" S., long. 141° 41' 33" E.

*Depth.*—5½ fathoms (10<sup>m</sup>5).

*Charts affected.*—No. 2354, Cape Grenville to Booby island.

„ 447, Western approaches to Torres strait.

*Publication.*—Australia Pilot, Vol. III, 1916, page 245.

*Authority.*—H.M. Surveying Vessel *Fantome*. (H. 4629-21.)

### EASTERN ARCHIPELAGO.

#### *Java Sea—Non-existence of reefs.*

*No. 364 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1408 of 1921), are republished:—

(1) Willem island reef:

*Position.*—Lat. 6° 34' S., long. 116° 42' E. (*approx.*).

(2) Bampton bank:

*Position.*—Lat. 4° 46' S., long. 114° 49' E. (*approx.*).

(3) Arrogant shoal:

*Position.*—Lat. 5° 12' S., long. 112° 57' E. (*approx.*).

(4) *Position.*—At a distance of about 9 miles westward of Arends island.

Lat. 5° 04' S., long. 114° 25' E. (*approx.*).

*Remarks.*—The above reefs do not exist and are to be expunged from the charts.

*Charts affected.*—No. 1654, Island of Java. (1).

„ 2637, South part of the Strait of Makassar. (1).

„ 941b, Eastern archipelago—sheet 2.

„ 2759a, Australia—northern portion.

„ 1263, China sea.

„ 748b, Indian ocean—northern portion.

„ 2683, Pacific ocean. (1), (2) and (3).

„ 2483, Atlantic and Indian oceans, &c. (1), (2) and (3).

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, pages 179 184, 337.

*Authority.*—Hague Notices No. 227 of 1920 and No. 431 of 1921.

(H. 1011-20 & 1612-21.)

### JAPAN—HOKUSHŪ, NORTH COAST.

#### *Soya Misaki lighthouse—Rock south-eastward of.*

*No. 366 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1410 of 1921), are republished:—

*Position.*—At a distance of 3 miles, 126°, from Soya misaki lighthouse.

Lat. 45° 30' N., long. 142° 00' E. (*approx.*).

*Depth.*—2½ fathoms (4<sup>m</sup>1).

*Charts affected.*—No. 3341, Gulf of Tartary—southern sheet.  
 „ 452, Hokushū island.

*Publication.*—Japan Pilot, 1914, page 710.

*Authority.*—Tokyo Notice No. 182 of 1921. (H. 4456-21.)

#### BAY OF BENGAL—BURMA.

*Cape Negrais*—Shoals westward of, to be inserted on chart No. 3772.

*No. 366 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1417 of 1921), are republished:—

(a) *Position.*—At a distance of about 5½ miles westward of Cape Negrais.

Lat. 16° 02' 02" N., long. 94° 06' 00" E.

*Depth.*—6½ fathoms (11<sup>m</sup>4).

(b) *Position.*—At a distance of about 1½ miles northward of (a).

Lat. 16° 03' 32" N., long. 94° 05' 49" E.

*Depth.*—10 fathoms (18<sup>m</sup>3).

*Remarks.*—These shoals are already shown on charts Nos. 823, 829 and 830.

*Chart affected.*—No. 3772, Calventuras to Bassein river.

*Authority.*—Hydrographic Department. (H. 4381-21.)

#### CHINA, EAST COAST—FORMOSA STRAIT, NORTHERN ENTRANCE.

*Tung Yung Island*—Rock north-eastward of, to be expunged from chart No. 2412.

*No. 367 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1418 of 1921), are republished:—

*Position.*—At a distance of about 6½ miles north-eastward from Tung yung island lighthouse.

Lat. 26° 28' N., long. 120° 35' E. (approx.).

*Remarks.*—The symbol for a rock with the note "(D)" against it is to be expunged from chart No. 2412.

*Chart affected.*—No. 2412, Amoy to Nagasaki.

*Authority.*—Hydrographic Department. (H. 4432-21.)

#### AUSTRALIA—EAST COAST.

*Cape Moreton*—Secondary light and beacon to be discontinued.

*No. 368 (first publication).*—

*Position.*—Lat. 27° 02' S., long. 153° 29' E., on chart No. 1029.

*Details.*—The *Secondary Fixed White Light* and *White Square Beacon* situated 180 yards, 27° (N. 18° E. Mag.) from the main light, will be discontinued on or about 31st December, 1921.

*Note.*—No further notice will be given.

*Charts affected.*—No. 1670a, Moreton Bay.

- „ 1029, Danger Point to Cape Moreton.
- „ 3623, Cape Byron to Lady Elliott Island.
- „ 1068, Moreton Bay to Sandy Cape.

*Publications.*—List of Lights and Time Signals, Part VI, 1921, No. 2591.

Australia Pilot, Vol. III, 1916, page 93.

*Authority.*—Melbourne Notice No. 17 of 1921.

#### AUSTRALIA—EAST COAST.

*North Point Hummock—Light to be discontinued.*

*No 369 (first publication).—*

*Position.*—Lat.  $27^{\circ} 02' S.$ , long.  $153^{\circ} 28\frac{1}{2}' E.$ , on chart No. 1029.

*Details.*—The *Fixed White Light* exhibited from a white rectangular shed on the summit of North Point Hummock, will be discontinued on or about 31st December 1921.

*Note.*—No further notice will be given.

*Charts affected.*—No. 1670a, Moreton Bay.

- „ 1029, Danger Point to Cape Moreton.
- „ 3623, Cape Byron to Lady Elliott Is.
- „ 1068, Moreton Bay to Sandy Cape.

*Publications.*—List of Lights and Time Signals, Part VI. 1921, No. 2594.

Australia Pilot, Vol. III, 1916, page 95.

*Authority.*—Melbourne Notice No. 18 of 1921.

#### INDIA, SOUTH COAST—GULF OF MANAR.

*Caution. Tuticorin roadstead—Danger to shipping.*

*No. 370 (first publication).—*

*Subject.*—Marine boiler 11 feet in diameter sunk in Tuticorin roadstead in 34 feet of water.

*Position.*—Hare island light N.  $86^{\circ} W.$  (True).  
Church island church N.  $25^{\circ} W.$  (True).

*Remarks.*—Mariners are hereby warned.

*Charts affected.*—No. 828, Cape Comorin to Cocanada.

„ 68a, Palk strait and Gulf of Manar.

„ 67, Tuticorin roadstead.

*Authority.*—Madras Notice No. 35, dated the 20th September 1921.

#### BAY OF BENGAL.

*Caution. Derelict reported.*

*No. 371 (first publication).—*

*Subject.*—The Master of the S.S. “Torilla” reports having passed a derelict in the following position:—

*Position.*—Lat.  $18^{\circ} 45' N.$ , long.  $89^{\circ} 45' E.$

*Caution.*—The derelict constitutes a danger to shipping.

*Charts affected.*—No. 829, Cocanada to Bassein river.

„ 70, Bay of Bengal.

*Authority.*—Master of the SS. “Torilla,” telegram dated 24th September 1921.

*The 16th September 1921.*

**KOREA, SOUTH-EAST COAST—FUSAN HARBOUR ENTRANCE.**

*Uno Se*—Light-buoy established southward of; Light-buoy northward of withdrawn.

No. 346 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1306 of 1921), are re-published:—

(1) Light-buoy established:

*Position*.—Marking the outer end of the south breakwater under construction, at a distance of 2 cables,  $197^{\circ}$ , from Uno se lighthouse.

Lat.  $35^{\circ} 06' N.$ , long.  $129^{\circ} 04' E.$  (approx.).

*Description*.—A black light-buoy, exhibiting a flashing red light every three seconds.

(2) Light-buoy withdrawn:

*Position*.—Off Papon Kutsu, at a distance of about 2 cables northward of Uno se lighthouse.

*Description*.—Light-buoy with flashing white light.

*Chart affected*.—No. 1259, Fusan harbour.

*Publication*.—E. C. Korea, &c., Pilot, 1913, page 77.

*Authority*.—Tokyo Notice No. 179 of 1921. (H. 4454/21.)

**JAPAN—KIUSIU, WEST COAST.**

*Nagasaki Harbour Entrance*—Correction to chart with regard to leading line.

No. 347 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1307 of 1921), are re-published:—

*Position*.—Nagasaki harbour entrance, lat.  $32^{\circ} 43' N.$ , long.  $129^{\circ} 49' E.$  (approx.).

*Correction*.—The words "Yellow Cliff" are to be substituted for "Buoy," in the note against the leading line referring to Yone Yama summit when bearing  $086^{\circ}$ , on the chart quoted below.

*Chart affected*.—No. 2815, Nagasaki harbour.

*Publication*.—Japan Pilot, 1914, page 466.

*Authority*.—H. M. S. Curlew, Hyd. Note No. 4 of 1921. (H. 4285/21.)

**NORTH PACIFIC OCEAN—CAROLINE ISLANDS.**

(1) Kusaie (Ualan) island, Chabrol Harbour—Existence of beacons.

(2) Truk (Hogolu) islands—Existence of reef; General information.

No. 348 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1308 of 1921), are re-published:—

(1) Kusaie (Ualan) island, Chabrol harbour.

*Position*.—Chabrol harbour entrance, lat.  $5^{\circ} 20' N.$ , long.  $163^{\circ} 01' E.$  (approx.).

Distance and Bearing from southern extremity of Lélé point.

Description.

(a) 6.60 cables, $267^{\circ}$	...	White diamond beacon.
(b) 3.82 " $258^{\circ}$	...	Ditto.
(c) 1.80 " $264^{\circ}$	...	Ditto.
(d) 1.70 " $207^{\circ}$	...	Ditto.

*Remarks*.—(a) and (b) are in line when bearing  $278^{\circ}$ , and lead into the harbour.

(c) Marks edge of reef westward of Lélé point.

(d) Marks northern edge of detached reef northward of Yapan point.

*Note*.—The positions given are approximate.

(2) Truk (Hogolu) islands.

(a) Existence of reef:

*Position*.—Centre of reef, at a distance of 2.10 miles,  $075^{\circ}$ , from the summit of Mt. Uromas, Uman island.

Lat.  $7^{\circ} 18' N.$ , long.  $151^{\circ} 55' E.$  (approx.).



*Description.*—The reef is about one mile in length in a north-westerly and south-easterly direction and about half a mile in breadth.

*Note.*—The reef is to be indicated on the charts by a danger line enclosing numerous rocks.

(b) General information:

*Details.*—Strong tide rips occur outside the entrance to Salat pass. Coconut trees exist on Salat and Feinif islands.

*Note.*—The above information is to be inserted on the charts.

*Charts affected.*—No. 978, Kusaie or Ualan island, with plan of Chabrol harbour.

„ 982, Truk or Hogolu islands.

*Publications.*—Pacific Islands Pilot, Vol. I., 1908, pages 398, 399, 408.  
Pacific Islands Pilot, Vol. I. (*in press*).

*Authority.*—Hydrographic Department. (H. 8112/20.)

#### CHINA SEA—GULF OF SIAM.

##### *Kamput Approach—Existence of rock.*

*No. 349 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1309 of 1921), are republished:—

*Position.*—At a distance of about 3 cables northward of Rocky islet.  
Lat.  $10^{\circ} 28' 25''$  N., long.  $104^{\circ} 10' 32''$  E.

*Depth.*—2 feet ( $0^m6$ ) rock.

*Note.*—The symbol for a rock with a depth of less than 6 feet is to be placed on the charts.

*Charts affected.*—No. 2725, Koh Tron and channels leading to Kamput.  
„ 2723, Bay island to Pulo Obi.

*Publication.*—China Sea Pilot, Vol. III. page 148.

*Authority.*—Bangkok Notice No. 112 of 1921, (H. 4430-21.)

#### RED SEA—EASTERN SHORE.

##### *Farisan Islands—Amendments to charts.*

*No. 350 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1323 of 1921), are republished:—

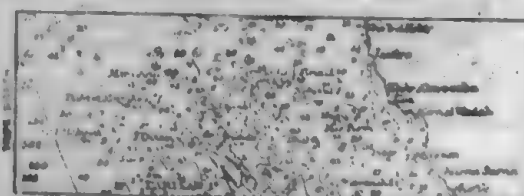
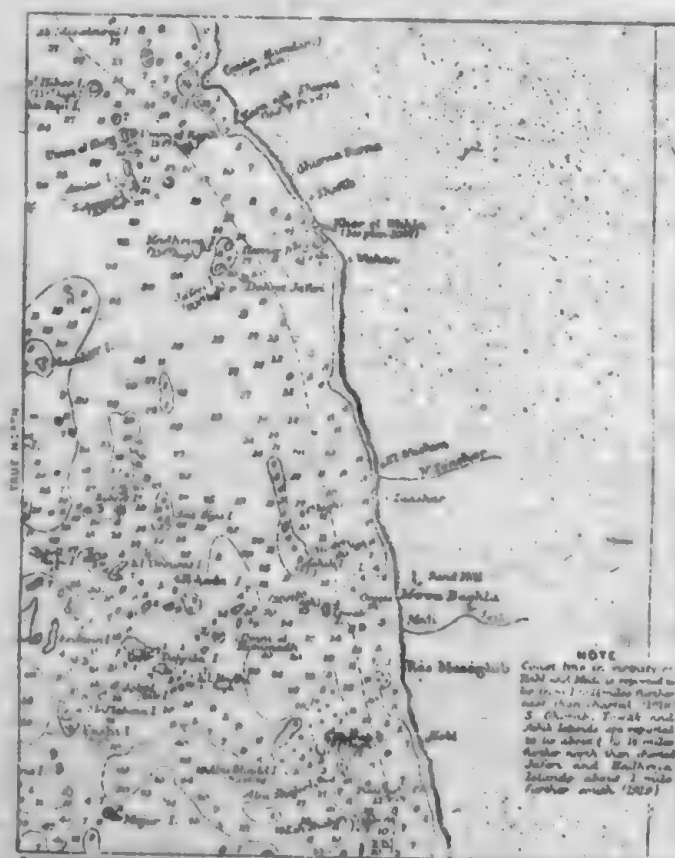
*Position.*—(i) Matrahein island, lat.  $17^{\circ} 10'$  N., long.  $41^{\circ} 34'$  E. (*approx.*).  
(ii) Karn-esh-Shurra, lat.  $16^{\circ} 50'$  N., long.  $42^{\circ} 31'$  E. (*approx.*).

*Details.*—The accompanying reproductions of portions of charts Nos. 8d and 2523 show the necessary corrections to those charts with regard to heights and positions of various islets, and depths in the vicinity of the Farisan islands.

*Charts affected.*—No. 8d, Red sea, sheet 4.  
„ 2523, Red sea.

*Publications.*—Red Sea, &c., Pilot, 1909, Chapter VII.  
Red Sea, &c., Pilot, 1921 (*in press*).

Authority.—H.M. Surveying Vessel *Merlin*, and H.M.S. *Cornflower*, Hyd.  
Note No. 1 of 1921. (H. 5369-19 & 3654-21.)



## AFRICA, SOUTH-EAST COAST—NATAL.

*Durban Harbour—Alteration in character of leading lights.*

No. 351 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1329 of 1921), are republished:—

## (a) Front light:

*Position.*—At a distance of about half a mile eastward of Salisbury island.

Lat.  $29^{\circ} 53' S.$ , long.  $31^{\circ} 03' E.$  (approx.).

*New abridged description.*—Lt. Fl. Red ev. sec.

*Alteration.*—The character of the front light has been altered from fixed red to *flashing red every second*, thus:

Flash,	eclipse.
0.3 sec.	0.7 sec.

## (b) Rear light:

*Position.*—At a distance of about 6 cables south-westward from front light.

*New abridged description.*—Lt. Fl. ev. 3 sec.

*Alteration.*—The character of the rear light has been altered from fixed white to *flashing white every three seconds*, thus:

Flash,	eclipse.
0.5 sec.	2.5 sec.

*Chart affected.*—No. 643, Durban and approaches.

*Publications.*—List of Lights, Part VI, 1921, No. 51.

Africa Pilot, Part III, 1915, page 171.

*Authority.*—South African Railways and Harbours, Notice No. 469 of 1921.

## MAKASSAR STRAIT—BORNEO, EAST COAST.

*Hercules Reef—Light-buoy established.*

No. 352 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1330 of 1921), are republished:—

*Position.*—On the western side of Hercules reef.

Lat.  $2^{\circ} 22' 30'' S.$ , long.  $116^{\circ} 42' 30'' E.$  (approx.).

*Description.*—A light-buoy painted black, exhibiting an *occulting white light*.

*Charts affected.*—No. 2637, South part of the Strait of Makassar.

„ 941b, Eastern Archipelago—sheet 2.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 355.

*Authority.*—Hague Notice No. 1356 of 1921. (H. 4564-21.)

*The 12th September 1921.*

INDIAN OCEAN—AFRICA, EAST COAST.

*Mozambique Channel—Derelict Reported.*

No. 340 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 101M of 1921), are republished :—

*Date sighted*—26th August 1921.

*Details*—The Master of SS “Umsinga” reports having passed a Conical Buoy with staff adrift, in the following position.

*Position*—Lat. 15° 14' S., Long. 42° 55' E.

*Caution*—Mariners are hereby warned accordingly.

*Charts temporarily affected*—No. 2762, Comoro Islands.

.. 597, Delagoa Bay to Cape Guardafui.

.. 748B, Indian Ocean, Northern portion.

.. 748A, Indian Ocean, Southern portion.

*Authority*—The Port Officer, Bombay, dated 27th August 1921.

INDIA, WEST COAST.

*Goa, Mandavi River Entrance—Annual re-exhibition of Leading Lights.*

No. 341 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 102M of 1921), are republished :—

*Former Notice*—No. 74-M. of 1921. (*This office No. 157 of 1921.*)

*Details*—The Captain of the Ports of Portuguese India has notified that the leading lights at Campal, Malim, Reis Magos, Verim and Marca-Tejo, which were extinguished owing to the impracticability of the bar navigation during the South-West Monsoon, were re-exhibited on the 16th August 1921.

*Charts which were temporarily affected*—No. 492, Aguada to St. George Island.

.. 740, Achra River to Cape Ramañ.

*Authority*—His Britannic Majesty's Consul for Goa, dated 29th August 1921.

INDIA WEST—KATHIAWAR COAST.

*Diu Harbour—Annual re-exhibition of leading lights.*

No. 342 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 103M. of 1921), are republished :—

*Former Notice*—No. 75M. of 1921. (*This office No. 158 of 1921.*)

*Details*—The Captain of the Ports for Portuguese India has notified that the lights of Forte de Mar, Couraca, Forte de Simbor and Forte de Barra at Brancavara, which were extinguished for the South-West Monsoon, will be re-exhibited from 1st September 1921.

*Charts which were temporarily affected*—No. 50, Diu Head to Gopnath Point.

*Authority*—His Britannic Majesty's Consul for Goa, dated 29th August 1921.

## AUSTRALIA, EAST COAST—WIDE BAY BAR.

*North Channel closed to navigation.*

No. 343 (third publication).—The Portmaster, Brisbane, has given notice (No. 13 of 1921) that the depth in the North Channel has decreased to 7 feet at low water. Pending further examination this channel is closed to navigation:—

*Charts affected*—Nos. 1030 and 1068, Australia Directory, Vol. 2.

## CEYLON, WEST COAST—NORTHERN APPROACH TO COLOMBO HARBOUR.

*Ona-Gala reef buoy—Light extinguished.*

No. 344 (third publication).—

*Subject*—The light on the buoy marking the Ona-Gala reef has been extinguished. It will be re-lit when the weather permits. No further Notice will be issued.

*Position*—Lat.  $6^{\circ} 59' N.$ , long.  $79^{\circ} 50' 4'' E.$  (approximate).

*Charts affected*—No. 914, Colombo harbour.

„ 3686, Approaches to Colombo harbour.

„ 68B, Palk strait and Gulf of Manar, Sheet II.

„ 813, Ceylon, south coast.

*Publications*—Bay of Bengal Pilot, 1910, page 96.

West Coast of India Pilot, 1919, pages 93, 94.

*Authority*—Master Attendant, Colombo, Notice dated 31st August 1921.

## BAY OF BENGAL—ORISSA COAST, DHAMRA RIVER ENTRANCE.

*Shortts island—Old fixed light replaced.*

No. 345-I (third publication).—

*Former Notice*—No. 304-I of 1921.

*Subject*—The old fixed light on Shortts island has been replaced.

*Position*—Lat.  $20^{\circ} 46' N.$ , long.  $87^{\circ} 04' E.$

*Visibility*—13 miles.

*Charts affected*—No. 754, Dhamra river.

„ 814, The Sandheads—False Point to Matla river.

„ 829, Cocanada to Bassein river.

„ 70, Bay of Bengal.

*Publications*—List of Lights, Part VI, 1921, No. 601.

Bay of Bengal Pilot, 1910, page 277.

*Authority*—Port Officer, Orissa Ports, Chandbali, letter No. 953P., dated the 9th September 1921.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,

*Port Officer of Calcutta.*



# The Calcutta Gazette

WEDNESDAY, OCTOBER 12, 1921.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,  
*Port Officer of Calcutta.*

A. MARR,  
*Secretary to the Government of Bengal,  
Marine Department.*

CALCUTTA, the 28th September 1921.

#### CHINA SEA—BILLITON ISLAND, ELEVEN ISLANDS.

*Langkuas Islet—Rock eastward of; Shoal north-eastward of.*

*No. 372 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1424 of 1921), are republished:—

(1) Rock:

*Position.*—At a distance of about 1½ miles eastward of Langkuas lighthouse.

Lat. 2° 32' 17" S., long. 107° 39' 06" E.

*Description.*—A rock which dries at low water.

(2) Shoal:

*Position.*—At a distance of about three-quarters of a mile north-eastward of Langkuas lighthouse.

Lat. 2° 31' 51" S., long. 107° 37' 50" E., on chart No. 3597.



*Depth.*—5 fathoms (9<sup>m</sup> 1).

*Charts affected.*—No. 3597, Approaches to Tanjong Pandan.

„ 2137, Gaspar strait.

„ 2160, Carimata strait.

„ 2149, Banka and Gaspar straits.

*Publication.*—China Sea Pilot, Vol. II, 1915, page 167.

*Authority.*—Hague Notice No. 665 of 1921. (*H.* 2502/21.)

#### CHINA—YELLOW SEA.

##### *Dairen Wan—Mooring-buoys established.*

*No. 373 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1425 of 1921), are re-published :—

*Position.*—N. San shan Tau ▲ summit, lat. 38° 55' N., long. 121° 50' E. (*approx.*).

*Details.*—5 red mooring-buoys, for use in connection with torpedo practice, have been established in the following positions :—

(a) 2·10 miles, 301°, from N. San shan Tau ▲.

(b) 3·05 „ 313°, „ „ „ „

(c) 2·90 „ 319°, „ „ „ „

(d) One cable, 067°, from (c).

(e) One cable, 247°, from (c).

*Charts affected.*—No. 3694, Dairen wan.

„ 1798, Kinchau to Terminal head.

*Publication.*—China Sea Pilot, Vol. V, 1912, page 555.

*Authority.*—Tokyo Notice No. 123 of 1920. (*H.* 5366/20.)

#### JAPAN, SOUTH COAST—BUNGO CHANNEL.

##### *Beppu and Usuki Bays—Amendments to charts with regard to shoals.*

*No. 374 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1437 of 1921), are re-published :—

*Positions.*—(i) Kitsuki, lat. 33° 25' N., long. 131° 37' E. (*approx.*).

(ii) Iso saki, lat. 33° 15' N., long. 131° 47' E. (*approx.*).

*Details.*—Amendments with regard to shoals in Beppu and Usuki bays are shown on the accompanying reproductions of portions of charts Nos. 651, 2875 and 1648.

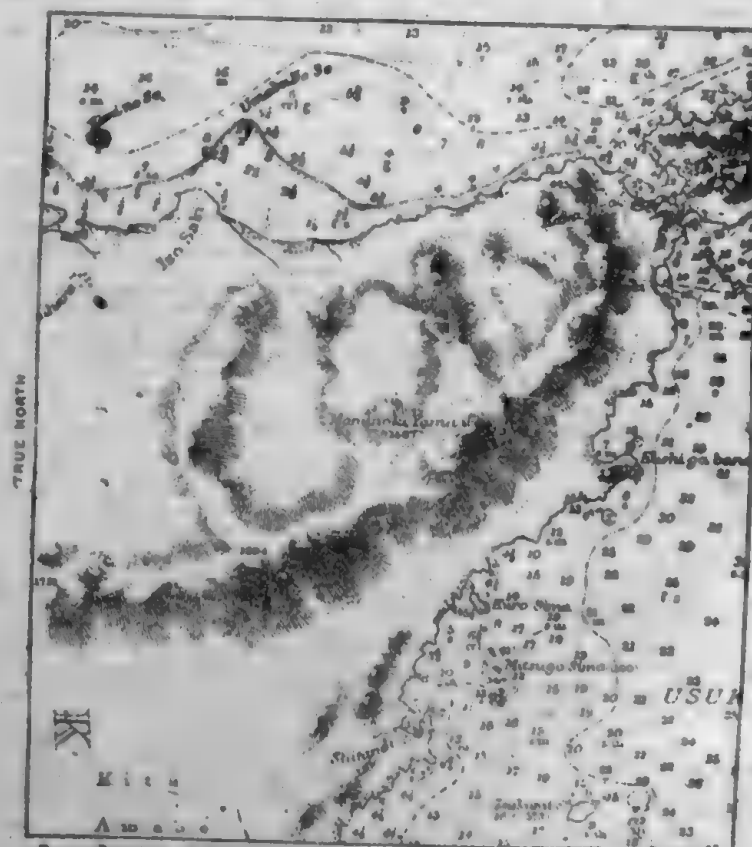
*Charts affected.*—No. 651, Bungo channel.

„ 2875, Naikai (Seto uchi) or Inland sea.

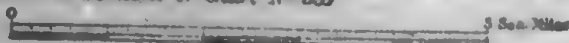
„ 1648, Osumi kaikyo to Oshima.

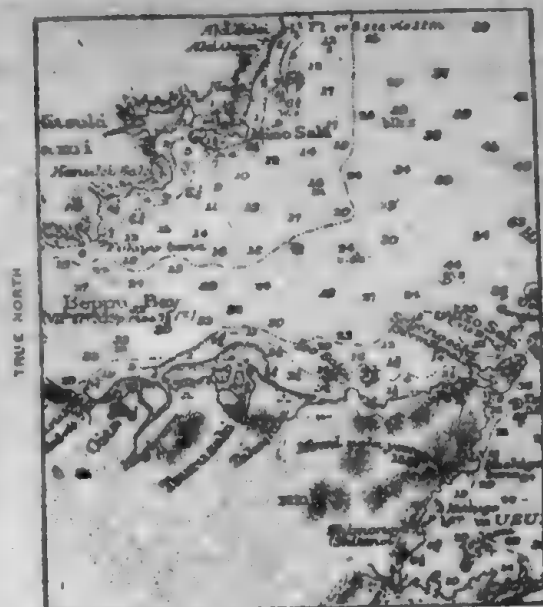
*Publication.*—Japan Pilot, 1914, pages 102, 393, 394, 395.

*Authority.*—Japanese Government Chart. (H. 4320/21.)



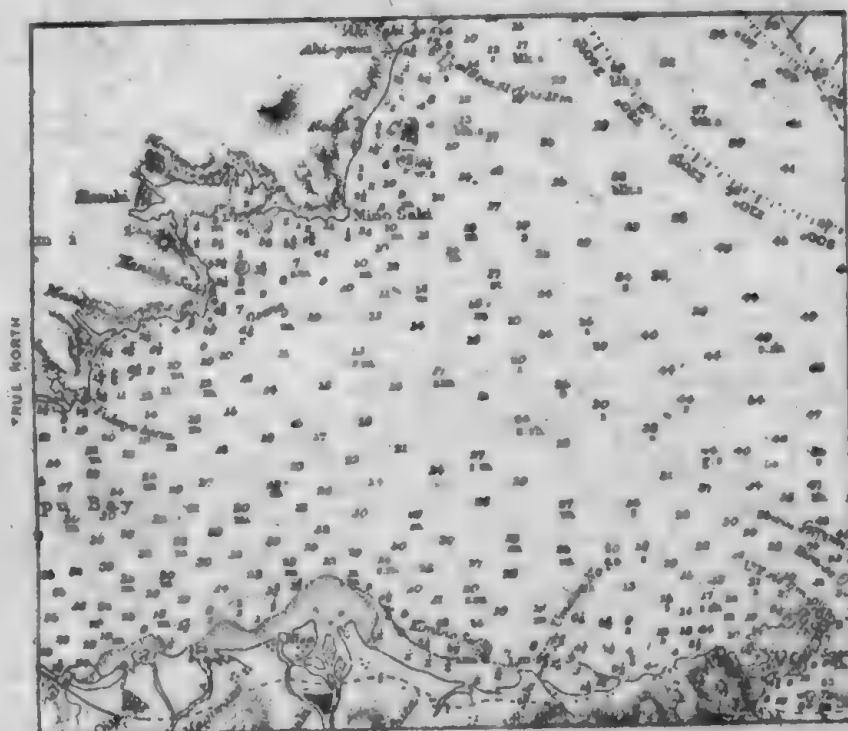
Reproduction of Portions of Chart No. 653





Reproduction of Portion of Chart N°1648

0 5 10 Sea Miles



Reproduction of Portion of Chart N°2875

0 5 10 Sea Miles

## JAPAN—SHIMONOSEKI KAIKYO.

*O Seto—Amendments to charts with regard to telegraph cables.*

*No. 375 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1438 of 1921), are re-published :—

*Position.*—Kibune point, lat.  $33^{\circ} 55' N.$ , long.  $130^{\circ} 55' E.$  (approx.).

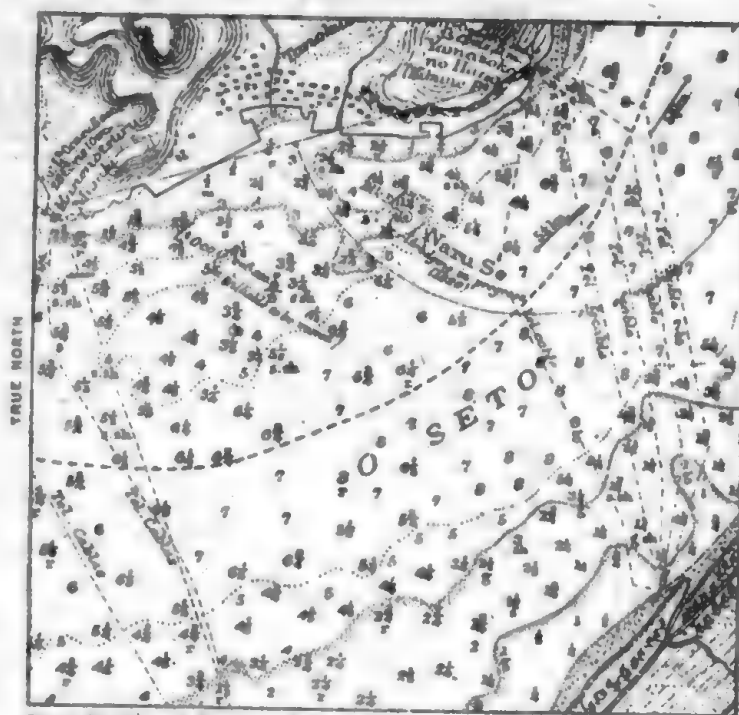
*Details.*—The accompanying reproduction of portions of charts No. 1578 and 532 shows the necessary corrections to those charts with regard to new positions of telegraph cables across O seto.

*Charts affected.*—No. 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

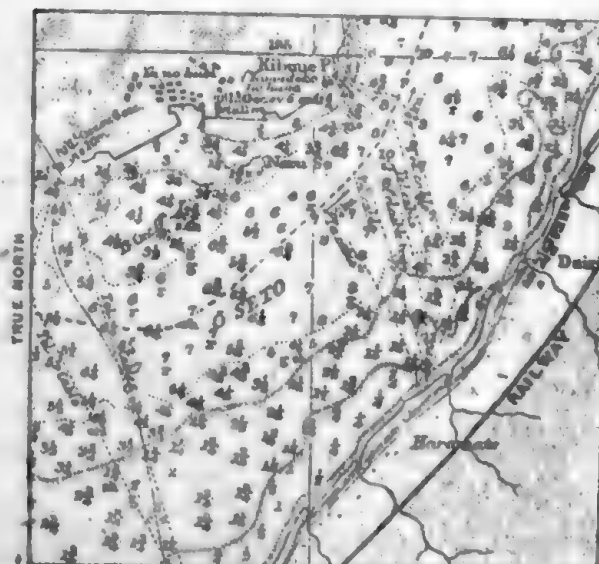
*Publication.*—Japan Pilot, 1914, page 578; Supplement No. 5, 1921.

*Authority.*—Tokyo Notice No. 113 of 1921. (H. 3302/21.)



*Reproduction of Portion of Chart N° 1578.*

0 5 10 Cables or 1 Sea Mile



*Reproduction of Portion of Chart N° 532.*

0 5 10 Cables or 1 Sea Mile

## MADAGASCAR, WEST COAST—MORONDAVA APPROACH.

*Cordeliere Bank—Breakers reported.*

*No. 376 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1442 of 1921), are republished :—

*Position.*—Lat.  $20^{\circ} 07' S.$ , long.  $44^{\circ} 08' E.$  (*approx.*).

*Details.*—Heavy breakers have been observed on Cordeliere bank during a moderate south-westerly swell, indicating the probable existence of a depth less than that shown on the charts.

*Note.*—The note "*Less water rep<sup>d</sup>. (1921) (Breaks)*" is to be placed against the bank on the charts.

*Remarks.*—The depth on this bank is incorrectly shown on chart No. 597 as 9 fathoms; this is to be corrected to  $5\frac{1}{2}$  fathoms.

*Charts affected.*—No. 759a, Cape St. Andrew to Bevato island.

„ 597, Delagoa bay to Cape Guardafui.

*Publication.*—South Indian Ocean Pilot, 1911, page 432.

*Authority.*—Captain W. Harris, Master of the SS. *Clan Malcolm*.  
(H. 4385/21.)

## EASTERN ARCHIPELAGO—STRAIT OF MAKASSAR.

*Dewakang Besar—Light established.*

*No. 377 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1443 of 1921), are republished :—

*Position.*—On the northern extremity of Dewakang besar.

Lat.  $5^{\circ} 24' 10'' S.$ , long.  $118^{\circ} 25' 15'' E.$ , on chart No. 2637.

*Abridged description.*—Lt. Fl. ev. 3 sec., 107 ft., vis. 15 m.

*Characteristics :*

*Character.*—*Flashing white every three seconds, thus :*

Flash,	eclipse.
1 sec.	2 sec.

*Elevation.*—107 feet ( $32^m6$ ).

*Visibility.*—15 miles.

*Structure.*—White iron framework, 98 feet ( $29^m9$ ) in height.

*Charts affected.*—No. 2637, South part of the Strait of Makassar.

„ 941b, Eastern archipelago—sheet 2.

„ 1263, China sea.

„ 2759a, Australia—northern portion.

*Publications.*—List of Lights, Part VI, 1921, No. 1009a.  
Eastern Archipelago Pilot, Part II, 1913, page 380.

*Authority.*—Hague Notices Nos. 1364, 1422 of 1921. (H. 4574 and 4739/21.)

EASTERN ARCHIPELAGO—BASILAN ISLAND.

*Maluso Bay—Amendment to chart with regard to rocks and shoals.*

*No. 378 (first publication).—*The following particulars, etc., relative to the above; issued by the British Admiralty (No. 1444 of 1921), are republished:—

*Position.*—Great Govenen island, lat.  $6^{\circ} 33' N.$  long.  $121^{\circ} 52' E.$  (approx.).

*Details.*—The accompanying reproduction of a portion of the plan of Maluso bay on chart No. 927 shows the necessary corrections to that plan with regard to rocks and shoals.

*Note.*—The name "Maluso" has hitherto been spelt "Malusa" in the Admiralty publications, which are to be corrected as necessary.

*Chart affected.*—No. 927, Plan of Maluso bay.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, page 250.

*Authority.*—U. S. A. Government Chart. (H. 4450/21.)



Reproduction of Portion of Chart No. 927.

SOUTH AFRICA—ALGOA BAY.

*Port Elizabeth—Alteration in character of light.*

*No. 379 (first publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1446 of 1921), are republished:—

*Position.*—Close south-eastward of Lady Donkin's monument.  
Lat.  $33^{\circ} 58' S.$ , long.  $25^{\circ} 37' E.$  (approx.).



*New abridged description.*—Lt. Fl. *ev.* 10 sec., Red & White, 225 ft., vis. 21 m.

*Alteration.*—The character of the light has been altered from occulting red and white to *flashing*, with red and white sectors, every 10 seconds, thus :—

Flash	eclipse
2 sec.	8 sec.

*Remarks.*—The visibility of the light, which is 21 miles, is incorrectly shown as 12 miles on the plan of Port Elizabeth on chart No. 641, which is to be corrected accordingly.

*Note.*—In other respects the light is unaltered.

*Charts affected.*—No. 641, Port Elizabeth, with plan.

„ 642, Algoa bay.

„ 2085, Cape St. Francis to Waterloo bay.

„ 2095, Hondeklip bay to Port Natal.

*Publications.*—List of Lights, Part VI, 1921, No. 25.

Africa Pilot, Part III, 1915, page 120 ; Supplement No. 5, 1921.

*Authority.*—South African Railways and Harbours Notice No. 538 of 1921. (H. 4642/21.)

#### NEW ZEALAND—NORTH ISLAND, EAST COAST.

##### *Bay of Plenty—Existence of wreck.*

*No. 380 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1454 of 1921), are republished :—

*Position.*—At a distance of about 2 miles south-westward from the largest of the Rurima rocks.

Lat. 37° 51' 00" S., long. 176° 50' 10" E.

*Description.*—Sunken wreck of the SS. *Tasman*, with the main truck reported visible at low water.

*Charts affected.*—No. 3436, Plate island to Cape Runaway.

„ 2527, Mayor island to Poverty bay.

*Authority.*—Wellington Notice No. 25 of 1921. (H. 4874/21.)

#### BAY OF BENGAL—CHITTAGONG COAST.

##### *Chittagong (Karnafuli) river—Alterations of buoys over Outer Bar.*

*No. 381-I (first publication).*—

*Subjects.*—(i) A new 3rd class black can buoy has been placed in the following position :—

*Position.*—Patenga beacon—22° 50' (N. 22° 15' E. Mag.).

Middle red buoy—93° 35' (S. 87° E. Mag.).

(ii) Patenga middle black buoy has been moved 319° 20' (N. 41° 15' W. Mag.) 220 feet.

*Variation.*—0° 35' E.

*Chart affected.*—No. 84, Chittagong (Karnafuli) river.

*Publication.*—Bay of Bengal Pilot, 1910, page 322.

*Authority.*—Port Officer, Chittagong, Notice dated 24th September 1921.

The 26th September 1921.

# CHINA SEA.

## *Paracel Islands—Caution with regard to position.*

No. 353 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1346 of 1921), are republished:—

*Position.*—Woody island, lat.  $16^{\circ} 50' N.$ , long.  $112^{\circ} 20' E.$  (approx.), on chart No. 94.

*Caution.*—The Paracel islands are reported to lie about 5 miles further to the westward than charted. A note to this effect is to be inserted on the undermentioned charts.

*Charts affected.*—No. 94, Paracel islands.

.. 2661a, China sea, northern portion—Western sheet.

.. 1263, China sea.

*Publication.*—China Sea Pilot, Vol. III, 1912, pages 106 to 112; Supplement No. 5, 1920.

*Authority.*—U. S. A. Hydrographic Office. (H. 1586-21.)

# CHINA, SOUTH COAST—KAP SING MUN.

## *Kap Sing light—Amended character.*

No. 354 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1347 of 1921), are republished.

*Position.*—Lat.  $22^{\circ} 20' N.$ , long.  $114^{\circ} 04' E.$  (approx.).

*New abridged description.*—Lt. Gp. Fl. (2) ev. 10 sec., 124 ft., vis. 5 m.

*Details.*—The character of the light is now group flashing white showing two flashes every ten seconds, thus:

Flash,	eclipse,	flash,	eclipse.
1 sec.	1 sec.	1 sec.	7 sec.

*Charts affected.*—No. 3632, Wan chu chau to Brothers point.

.. 3681, Kap sing mun to Boca Tigris—southern sheet.

.. 1466, Hongkong.

.. 1180, Approaches to Hongkong.

.. 3026, Macao to Pedro Blanco—including Hongkong.

.. 1962, Hongkong to The Brothers.

*Publications.*—List of Lights, Part VI. 1921, No. 1513.

China Sea Pilot, Vol. III, 1912, page 486.

*Authority.*—H. M. S. Hawkins, Remark Book, 1920. (H. 4520-21.)

# EASTERN ARCHIPELAGO—CERAM, NORTH COAST.

## *Sekola Point—Shoal eastward of.*

No. 355 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1348 of 1921), are republished:—

*Position.*—At a distance of about  $1\frac{1}{2}$  miles eastward of Sekola point.

Lat.  $2^{\circ} 47' 00'' S.$ , long.  $129^{\circ} 32' 45'' E.$

*Depth.*—Not stated.

*Note.*—This position is to be surrounded on the chart by a danger line with the note "P. D."

*Chart affected.*—No. 942b, Eastern archipelago—sheet 4.

*Publication.*—Eastern Archipelago Pilot, Part III, 1911, page 129.

*Authority.*—Hague Notice No. 1341 of 1921. (H. 4559-21.)

# NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

## *Yap Island, Tomil Haven entrance—Amendments to chart.*

No. 356 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1349 of 1921), are republished:—

*Position.*—Entrance rock, lat.  $9^{\circ} 29' N.$ , long.  $138^{\circ} 10' E.$  (approx.).

*Details.*—The accompanying reproduction of portions of chart No. 1485 shows the necessary corrections to that chart with regard to—

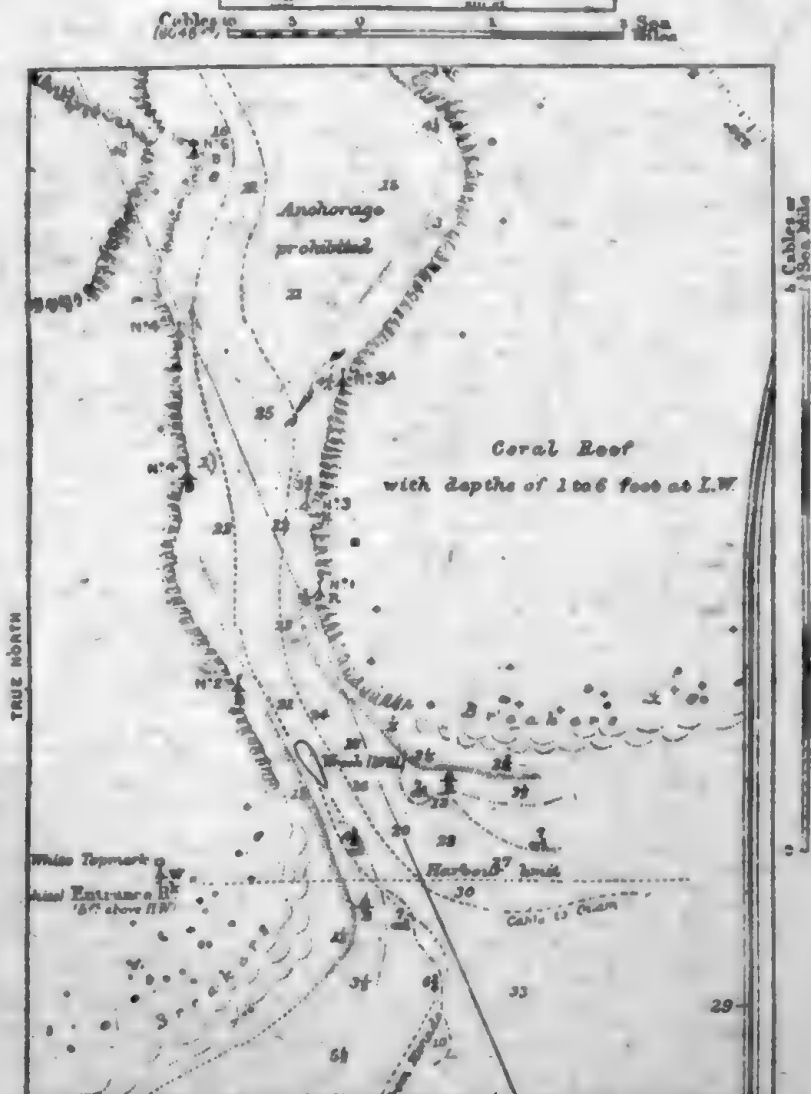
- (i) The reefs in the entrance to Tomil haven.
- (ii) Beacons and buoys.
- (iii) Depths and shoals.
- (iv) Wreck in the entrance.
- (v) The harbour limit.

*Chart affected.*—No. 1485, Tomil haven. Yap or Uap island.

*Publications.*—Pacific Islands Pilot, Vol. I, 1908, page 416; Supplement No. 3, 1917.

Pacific Islands Pilot, Vol. I, 1921 (*in press*).

*Authority.*—Tokyo Notice No. 60 of 1921. (*H. 2291-21.*)



Reproduction of Portions of Chart No. 1485.

## EASTERN ARCHIPELAGO—JAVA SEA.

*Kangean Group—Amendments to charts.*

*No. 357 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1350 of 1921), are republished:—

*Position.*—Sekala island, lat.  $6^{\circ} 57' S.$ , long.  $116^{\circ} 16' E.$  (*approx.*).

*Details.*—General amendments to Charts Nos. 2637, 941b, 2759a, and 1263 with regard to the coast line of the Kangean group of islands and the depths and shoals in their vicinity are shown on the accompanying reproductions of portions of those charts.

*Remarks.*—These corrections have been embodied in a new edition of chart No. 1654 which has recently been published.

*Charts affected.*—No. 2637, South part of the Strait of Makassar.

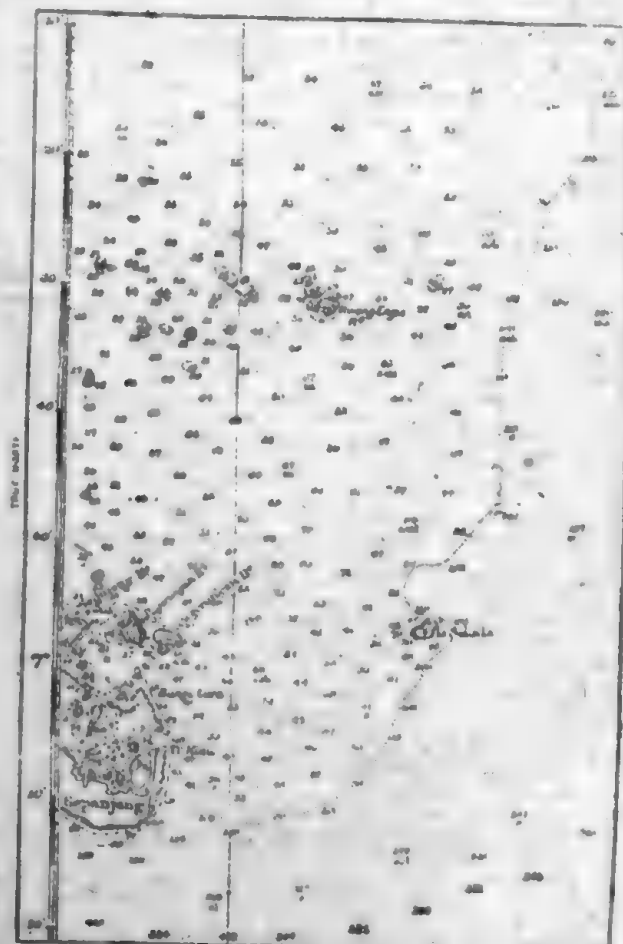
„ 941b, Eastern archipelago—sheet 2.

„ 2759a, Australia—northern portion.

„ 1263, China sea.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, pages 157 to 180; Supplement No. 5, 1921.

*Authority.*—Netherlands Government Chart. (*H. 2894-21.*)



Reproduction of Portion of Chart N° 2637



TASMANIA—HUON RIVER.

*Garden Island—Light established.*

No. 358 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1351 of 1921), are republished:—

*Position.*—At southern end of Garden island.

Lat.  $43^{\circ} 16' 02''$  S., long.  $147^{\circ} 08' 06''$  E.

*Abridged description.*—(U) Lt. Occ., 40 ft. vis. 11 m.

*Characteristics:*

*Character.*—Occulting white, the duration of light and eclipse being equal.

*Elevation.*—40 feet (12<sup>m</sup>2).

*Visibility.*—11 miles, from  $303^{\circ}$  through north to  $120^{\circ}$ .

*Structure.*—White wooden tower.

*Remarks.*—The light is unwatched.

*Charts affected.*—No. 960, Approaches to Hobart.

„ 1079, Tasmania.

*Publications.*—List of Lights, Part VI, 1921, No. 2836.

Australia Pilot, Vol. II, 1918, page 355.

*Authority.*—Hobart Notice dated 24th May 1921. (H. 4507-21.)

CHINA, EAST COAST—YANG TSE KIANG SOUTHERN APPROACH.

*Steep Island Pass—Submarine bell-buoy to be expunged from charts*

No. 359 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1352 of 1921), are republished:—

*Position.*—At a distance of about 2 cables south-eastward of Palmer island.

Lat.  $30^{\circ} 12'$  N., long.  $122^{\circ} 37'$  E. (approx.).

*Details.*—The submarine bell-buoy has been removed from the above position and is to be expunged from the charts.

*Charts affected.*—No. 1124, Southern approach to the Yang Tse Kiang.

„ 1199, Kue Shan Islands to the Yang Tse Kiang.

„ 2412, Amoy to Nagasaki.

*Publication.*—China Sea Pilot, Vol. V, 1912, page 322; Supplement No. 5, 1920.

*Authority.*—H. M. S. Hawkins, Remark Book, 1920. (H. 4522-21.)

JAPAN—KIUSIU, WEST COAST.

*Shimabara light—Alteration in character.*

No. 360 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1353 of 1921), are republished:—

*Position.*—Lat.  $32^{\circ} 47'$  N., long.  $130^{\circ} 23'$  E. (approx.).

*New abridged description.*—Lt. Occ. ev 8 sec. 50 ft., vis. 11 m.



*Alteration.*—The character of the light has been altered from 'fixed white to occulting white every eight seconds, thus:

Light	eclipse.
4 sec.	4 sec.

*Remarks*—The visibility of the light is now 11 miles. In other respects the light is unaltered.

*Charts affected.*—No. 3692, Shimabara Kaiwan.

„ 358, Western coasts of Kiusiu and Honshu.

*Publications.*—List of Lights, Part VI, 1921, No. 1888.  
Japan Pilot, 1914, page 456.

*Authority.*—Tokyo, Department of Communications, Notice No. 905 of 1921. (H. 4411-21.)

#### NEW GUINEA—GEELVINK BAY.

##### *Run (Ron) Island—Amendments to charts.*

*No. 361 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1361 of 1921), are republished:—

*Position.*—Rarian island, lat.  $2^{\circ} 18' S.$ , long.  $134^{\circ} 32' E.$  (approx.).

*Details.*—Amendments to charts with regard to coastline, depths and shoals in the vicinity of Run island are shown on the accompanying reproductions of a portion of chart No. 9426 and of the plan of Jende road on chart No. 2467.

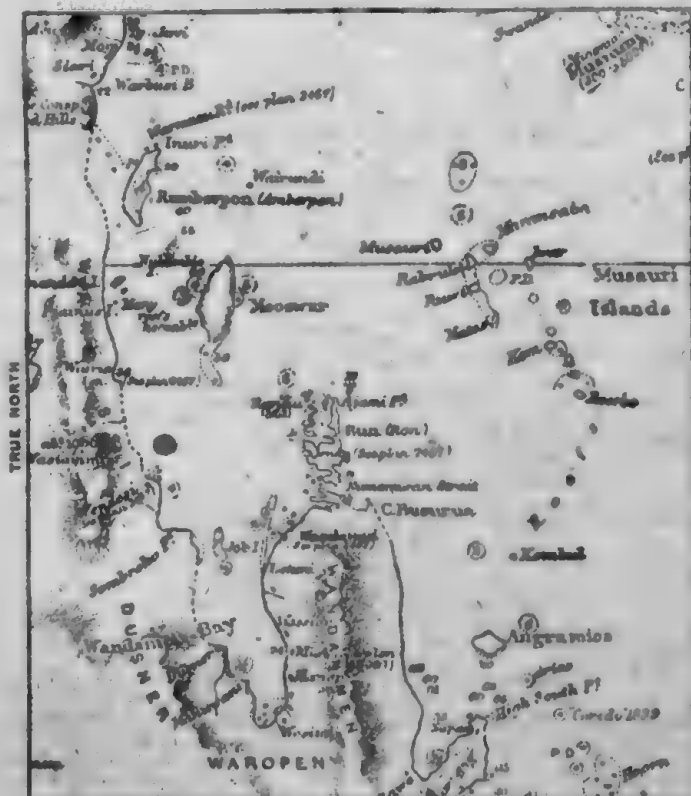
*Charts affected.*—No. 2467, Plan of Jende road.

„ 9426, Eastern archipelago—sheet 4.

*Publications.*—Pacific Islands Pilot, Vol. I, 1908, page 236.

Pacific Islands Pilot, Vol. I, 1921 (in press).

*Authority.*—Netherlands Government Chart and Hague Notice No. 893 of 1921. (H. 3085-21.)



Reproduction of Portion of Chart No. 9426

0 10 20 40 60 Sea Miles



# EASTERN ARCHIPELAGO—GILOLO (HALMAHEIRA) ISLAND.

*Buli (Wossa) Bay—Amendments to charts with regard to reefs.*

*No. 362 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1392 of 1921), are republished:—*

*Position.*—Pulo Leleve, lat.  $0^{\circ} 41' N.$ , long.  $128^{\circ} 33' E.$  (approx.).

*Details.*—The accompanying reproduction of a portion of chart No. 942a and of the plan of Bitjoli or Wossa road on chart No. 930 shows the necessary corrections to those charts with regard to reefs in Wossa bay.

*Remarks.*—It will be observed that the reef, formerly shown on the charts about 2 miles north-eastward of Pulo Leleve, does not exist and has been omitted from the reproduction.

*Charts affected.*—No. 942a, Eastern archipelago—sheet 3.

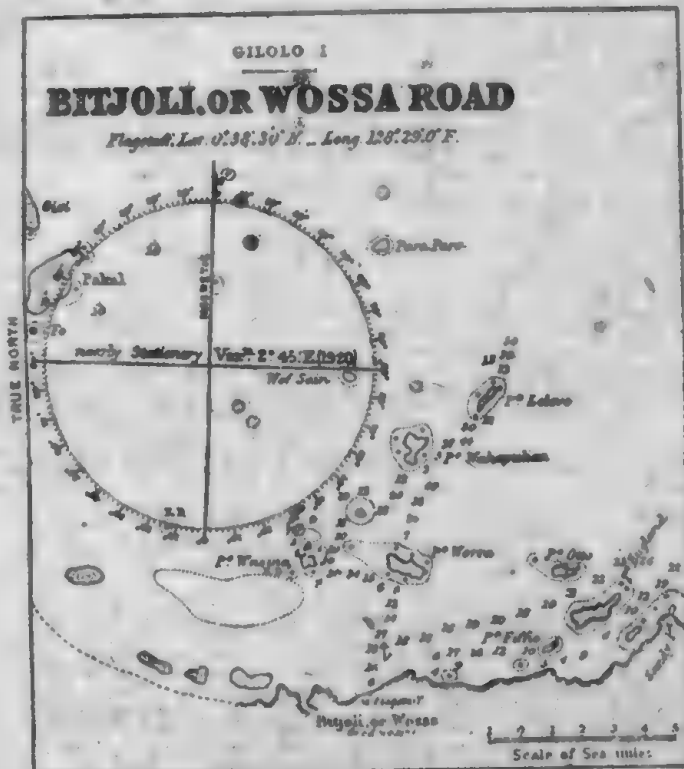
„ 930, Plan of Bitjoli or Wossa road.

*Publication.*—Eastern Archipelago Pilot, Part III, 1911, pages 97, 101.

*Authority.*—Hague Notice No. 2692 of 1919. (H. 9633-19.)



*Reproduction of Portion of Chart No 9424*



*Reproduction of Portion of Chart No 930*

#### AUSTRALIA—QUEENSLAND.

*Torres Strait, Western Approach*—Shoal depth to be inserted on charts.

*No. 363 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1398 of 1921), are republished:—

*Position.*—At a distance of about 12½ miles westward from Booby island light.

Lat. 10° 35' 12" S., long. 141° 41' 33" E.

*Depth.*—5½ fathoms (10<sup>m</sup>5).

*Charts affected.*—No. 2354, Cape Grenville to Booby island.

„ 447, Western approaches to Torres strait.

*Publication.*—Australia Pilot, Vol. III, 1916, page 245.

*Authority.*—H.M. Surveying Vessel *Fantome*. (H. 4629-21.)

### EASTERN ARCHIPELAGO.

#### *Java Sea—Non-existence of reefs.*

*No. 364 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1408 of 1921), are republished:—

(1) Willem island reef:

*Position.*—Lat. 6° 34' S., long. 116° 42' E. (*approx.*).

(2) Bampton bank:

*Position.*—Lat. 4° 46' S., long. 114° 49' E. (*approx.*).

(3) Arrogant shoal:

*Position.*—Lat. 5° 12' S., long. 112° 57' E. (*approx.*).

(4) *Position.*—At a distance of about 9 miles westward of Arends island.

Lat. 5° 04' S., long. 114° 25' E. (*approx.*).

*Remarks.*—The above reefs do not exist and are to be expunged from the charts.

*Charts affected.*—No. 1654, Island of Java. (1).

„ 2637, South part of the Strait of Makassar. (1).

„ 941b, Eastern archipelago—sheet 2.

„ 2759a, Australia—northern portion.

„ 1263, China sea.

„ 718b, Indian ocean—northern portion.

„ 2683, Pacific ocean. (1), (2) and (3).

„ 2483, Atlantic and Indian oceans, &c. (1), (2), and (3).

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, pages 179 184, 337.

*Authority.*—Hague Notices No. 227 of 1920 and No. 431 of 1921.

(H. 1011-20 & 1612-21.)

### JAPAN—HOKUSHŪ, NORTH COAST.

#### *Soya Misaki lighthouse—Rock south-eastward of.*

*No. 365 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1410 of 1921), are republished:—

*Position.*—At a distance of 3 miles, 126°, from Soya misaki light-house.

Lat. 45° 30' N., long. 142° 00' E. (*approx.*).

*Depth.*—2½ fathoms (4<sup>m</sup>1).

*Charts affected.*—No. 3341, Gulf of Tartary—southern sheet.  
 „ 452, Hokushū island.

*Publication.*—Japan Pilot, 1914, page 710.

*Authority.*—Tokyo Notice No. 182 of 1921. (H. 4456-21.)

#### BAY OF BENGAL—BURMA.

*Cape Negrais*—Shoals westward of, to be inserted on chart No. 3772.

No. 366 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1417 of 1921), are republished :—

(a) *Position.*—At a distance of about 5½ miles westward of Cape Negrais.

Lat. 16° 02' 02" N., long. 94° 06' 00" E.

*Depth.*—6½ fathoms (11<sup>m</sup>4).

(b) *Position.*—At a distance of about 1½ miles northward of (a).

Lat. 16° 03' 32" N., long. 94° 05' 49" E.

*Depth.*—10 fathoms (18<sup>m</sup>3).

*Remarks.*—These shoals are already shown on charts Nos. 823, 829 and 830.

*Chart affected.*—No. 3772, Calventuras to Bassein river.

*Authority.*—Hydrographic Department. (H. 4381-21.)

#### CHINA, EAST COAST—FORMOSA STRAIT, NORTHERN ENTRANCE.

*Tung Yung Island*—Rock north-eastward of, to be expunged from chart No. 2412.

No. 367 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1418 of 1921), are republished :—

*Position.*—At a distance of about 6½ miles north-eastward from Tung yung island lighthouse.

Lat. 26° 28' N., long. 120° 35' E. (approx.).

*Remarks.*—The symbol for a rock with the note "(D)" against it is to be expunged from chart No. 2412.

*Chart affected.*—No. 2412, Amoy to Nagasaki.

*Authority.*—Hydrographic Department. (H. 4432-21.)

#### AUSTRALIA—EAST COAST.

*Cape Moreton*—Secondary light and beacon to be discontinued.

No. 368 (second publication).—

*Position.*—Lat. 27° 02' S., long. 153° 29' E., on chart No. 1029.

*Details.*—The *Secondary Fixed White Light* and *White Square Beacon* situated 180 yards, 27° (N. 18° E. Mag.) from the main light, will be discontinued on or about 31st December, 1921.

*Note.*—No further notice will be given.

*Charts affected.*—No. 1670a, Moreton Bay.

- „ 1029, Danger Point to Cape Moreton.
- „ 3623, Cape Byron to Lady Elliott Island.
- „ 1068, Moreton Bay to Sandy Cape.

*Publications.*—List of Lights and Time Signals, Part VI, 1921, No. 2591.

Australia Pilot, Vol. III, 1916, page 93.

*Authority.*—Melbourne Notice No. 17 of 1921.

#### AUSTRALIA—EAST COAST.

*North Point Hummock—Light to be discontinued.*

*No 369 (second publication).*—

*Position.*—Lat.  $27^{\circ} 02'$  S., long.  $153^{\circ} 28\frac{1}{2}'$  E., on chart No. 1029.

*Details.*—The *Fixed White Light* exhibited from a white rectangular shed on the summit of North Point Hummock, will be discontinued on or about 31st December 1921.

*Note.*—No further notice will be given.

*Charts affected.*—No. 1670a, Moreton Bay.

- „ 1029, Danger Point to Cape Moreton.
- „ 3623, Cape Byron to Lady Elliott Is.
- „ 1068, Moreton Bay to Sandy Cape.

*Publications.*—List of Lights and Time Signals, Part VI, 1921, No. 2594.

Australia Pilot, Vol. III, 1916, page 95.

*Authority.*—Melbourne Notice No. 18 of 1921.

#### INDIA, SOUTH COAST—GULF OF MANAR.

*Caution. Tuticorin roadstead—Danger to shipping.*

*No. 370 (second publication).*—

*Subject.*—Marine boiler 11 feet in diameter sunk in Tuticorin roadstead in 34 feet of water.

*Position.*—Hare island light N.  $86^{\circ}$  W. (True).  
Church island church N.  $25^{\circ}$  W. (True).

*Remarks.*—Mariners are hereby warned.

*Charts affected.*—No. 828, Cape Comorin to Cocanada.

„ 68a, Palk strait and Gulf of Manar.

„ 67, Tuticorin roadstead.

*Authority.*—Madras Notice No. 35, dated the 20th September 1921.

#### BAY OF BENGAL.

*Caution. Derelict reported.*

*No. 371 (second publication).*—

*Subject.*—The Master of the S.S. "Torilla" reports having passed a derelict in the following position:—

*Position.*—Lat.  $18^{\circ} 45'$  N., long.  $89^{\circ} 45'$  E.

*Caution.*—The derelict constitutes a danger to shipping.

*Charts affected.*—No. 829, Cocanada to Bassein river.

„ 70, Bay of Bengal.

*Authority.*—Master of the S.S. "Torilla," telegram dated 24th September 1921.



*The 16th September 1921.*

KOREA, SOUTH-EAST COAST—FUSAN HARBOUR ENTRANCE.

*Uno Se*—Light-buoy established southward of; Light-buoy northward of withdrawn.

No. 346 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1306 of 1921), are republished:—

(1) Light-buoy established:

*Position*.—Marking the outer end of the south breakwater under construction, at a distance of 2 cables,  $197^{\circ}$ , from Uno se lighthouse.

Lat.  $35^{\circ} 06' N.$ , long.  $129^{\circ} 04' E.$  (approx.).

*Description*.—A black light-buoy, exhibiting a flashing red light every three seconds.

(2) Light-buoy withdrawn:

*Position*.—Off Pupon Kutsu, at a distance of about 2 cables northward of Uno se lighthouse.

*Description*.—Light-buoy with flashing white light.

*Chart affected*.—No. 1259, Fusan harbour.

*Publication*.—E. C. Korea, &c., Pilot, 1913, page 77.

*Authority*.—Tokyo Notice No. 179 of 1921. (H. 4454/21.)

JAPAN—KIUSIU, WEST COAST.

*Nagasaki Harbour Entrance*—Correction to chart with regard to leading line.

No. 347 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1307 of 1921), are republished:—

*Position*.—Nagasaki harbour entrance, lat.  $32^{\circ} 43' N.$ , long.  $129^{\circ} 49' E.$  (approx.).

*Correction*.—The words "Yellow Cliff" are to be substituted for "Buoy," in the note against the leading line referring to Yone Yama summit when bearing  $086^{\circ}$ , on the chart quoted below.

*Chart affected*.—No. 2815, Nagasaki harbour.

*Publication*.—Japan Pilot, 1914, page 466.

*Authority*.—H. M. S. Curlew, Hyd. Note No. 4 of 1921. (H. 4285/21.)

NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

(1) Kusaie (Ualan) island, Chabrol Harbour—Existence of beacons.

(2) Truk (Hogolu) islands—Existence of reef; General information.

No. 348 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1308 of 1921), are republished:—

(1) Kusaie (Ualan) island, Chabrol harbour.

*Position*.—Chabrol harbour entrance, lat.  $5^{\circ} 20' N.$ , long.  $163^{\circ} 01' E.$  (approx.).

Distance and Bearing from southern extremity of Lélé point.

Description.

(a) 6.60 cables, $267^{\circ}$	...	...	White diamond beacon.
(b) 3.82 " $258^{\circ}$	...	...	Ditto.
(c) 1.80 " $264^{\circ}$	...	...	Ditto.
(d) 1.70 " $207^{\circ}$	...	...	Ditto.

*Remarks*.—(a) and (b) are in line when bearing  $278^{\circ}$ , and lead into the harbour.

(c) Marks edge of reef westward of Lélé point.

(d) Marks northern edge of detached reef northward of Yapan point.

*Note*.—The positions given are approximate.

(2) Truk (Hogolu) islands.

(a) Existence of reef:

*Position*.—Centre of reef, at a distance of 2.10 miles,  $075^{\circ}$ , from the summit of Mt. Uroras, Uman island.

Lat.  $7^{\circ} 18' N.$ , long.  $151^{\circ} 55' E.$  (approx.).

*Description.*—The reef is about one mile in length in a north-westerly and south-easterly direction and about half a mile in breadth.

*Note.*—The reef is to be indicated on the charts by a danger line enclosing numerous rocks.

(b) General information :

*Details.*—Strong tide rips occur outside the entrance to Salat pass. Coconut trees exist on Salat and Feinif islands.

*Note.*—The above information is to be inserted on the charts.

*Charts affected.*—No. 978, Kusaie or Ualan island, with plan of Chabrol harbour.

„ 982, Truk or Hogolu islands.

*Publications.*—Pacific Islands Pilot, Vol. I., 1908, pages 398, 399, 408.  
Pacific Islands Pilot, Vol. I. (*in press*).

*Authority.*—Hydrographic Department. (*H. 8112/20.*)

#### CHINA SEA—GULF OF SIAM.

##### *Kamput Approach—Existence of rock.*

*No. 349 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1309 of 1921), are republished :—

*Position.*—At a distance of about 8 cables northward of Rocky islet.

Lat.  $10^{\circ} 28' 25''$  N., long.  $104^{\circ} 10' 32''$  E.

*Depth.*—2 feet ( $0^m 6$ ) rock.

*Note.*—The symbol for a rock with a depth of less than 6 feet is to be placed on the charts.

*Charts affected.*—No. 2725, Koh Tron and channels leading to Kamput.

„ 2723, Bay island to Pulo Obi.

*Publication.*—China Sea Pilot, Vol III. page 148.

*Authority.*—Bangkok Notice No. 112 of 1921. (*H. 4430-21.*)

#### RED SEA—EASTERN SHORE.

##### *Farisan Islands—Amendments to charts.*

*No. 350 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1323 of 1921), are republished :—

*Position.*—(i) Matrahein island, lat.  $17^{\circ} 16'$  N., long.  $41^{\circ} 34'$  E. (*approx.*).

(ii) Karn-esh-Shurra, lat.  $16^{\circ} 50'$  N., long.  $42^{\circ} 31'$  E. (*approx.*).

*Details.*—The accompanying reproductions of portions of charts Nos. 8d and 2523 show the necessary corrections to those charts with regard to heights and positions of various islets, and depths in the vicinity of the Farisan islands.

*Charts affected.*—No. 8d, Red sea, sheet 4.

„ 2523, Red sea.

*Publications.*—Red Sea, &c., Pilot, 1909, Chapter VII.

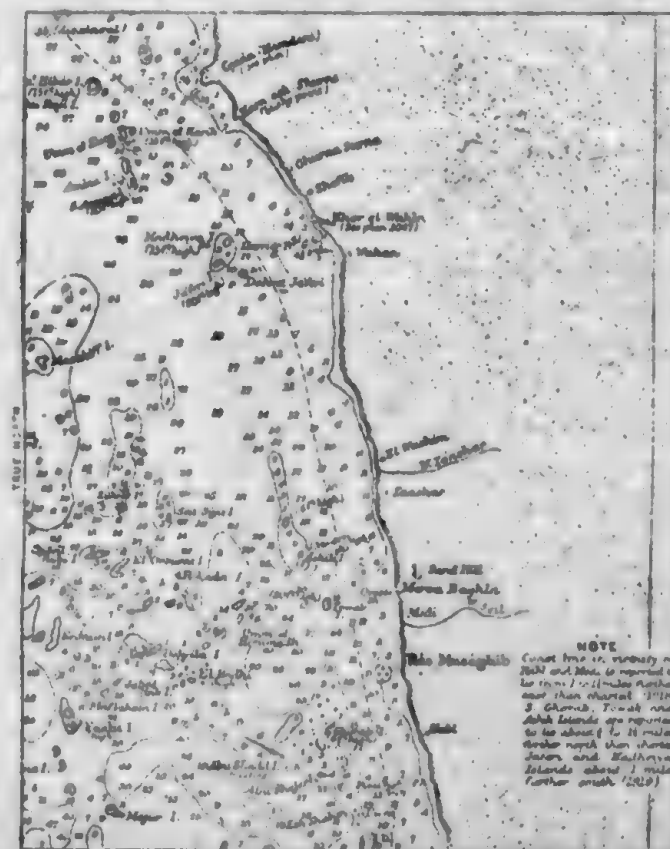
Red Sea, &c., Pilot, 1921 (*in press*).

Authority.—H.M. Surveying Vessel *Merlin*, and H.M.S. *Cornflower*, Hyd.  
Note No. 1 of 1921. (H. 5369-19 & 3654-21.)



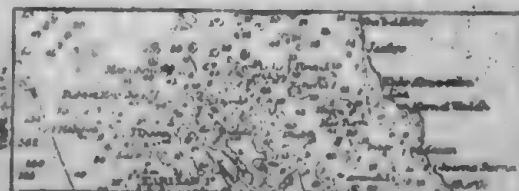
Reproduction of Portion of Chart No. 84

0 10 20 30 40 50 60 70 80 90 100 Sea Miles



Reproduction of Portion of Chart No. 85

0 10 20 30 40 50 60 70 80 90 100 Sea Miles



Reproduction of Portion of Chart No. 86

0 10 20 30 40 50 60 70 80 90 100 Sea Miles

AFRICA, SOUTH-EAST COAST—NATAL.

*Durban Harbour—Alteration in character of leading lights.*

No. 351 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1329 of 1921), are republished:—

(a) Front light:

*Position.*—At a distance of about half a mile eastward of Salisbury island.

Lat.  $29^{\circ} 53' S.$ , long.  $31^{\circ} 03' E.$  (approx.).

*New abridged description.*—Lt. Fl. Red ev. sec.

*Alteration.*—The character of the front light has been altered from fixed red to *flashing red every second*, thus:

Flash,	eclipse.
0.3 sec.	0.7 sec.

(b) Rear light:

*Position.*—At a distance of about 6 cables south-westward from front light.

*New abridged description.*—Lt. Fl. ev. 3 sec.

*Alteration.*—The character of the rear light has been altered from fixed white to *flashing white every three seconds*, thus:

Flash,	eclipse.
0.5 sec.	2.5 sec.

*Chart affected.*—No. 643, Durban and approaches.

*Publications.*—List of Lights, Part VI, 1921, No. 51.

Africa Pilot, Part III, 1915, page 171.

*Authority.*—South African Railways and Harbours, Notice No. 469 of 1921.

MAKASSAR STRAIT—BORNEO, EAST COAST.

*Hercules Reef—Light-buoy established.*

No. 352 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1330 of 1921), are republished:—

*Position.*—On the western side of Hercules reef.

Lat.  $2^{\circ} 22' 30'' S.$ , long.  $116^{\circ} 42' 30'' E.$  (approx.).

*Description.*—A light-buoy painted black, exhibiting an *occulting white light*.

*Charts affected.*—No. 2637, South part of the Strait of Makassar.

„ 941b, Eastern Archipelago—sheet 2.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 355.

*Authority.*—Hague Notice No. 1356 of 1921. (H. 4564-21.)

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,

Port Officer of Calcutta.



# The Calcutta Gazette

WEDNESDAY, OCTOBER 19, 1921.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,

*Port Officer of Calcutta.*

A. MARR,

*Secretary to the Government of Bengal,  
Marine Department.*

CALCUTTA, the 5th October 1921.

### ARABIAN SEA.

*Derelict reported.*

No. 382 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 105M. of 1921), are republished :—

*Details.*—The Master of the SS. "Jeddha" reports having passed a ship's life-boat abandoned in the following position.

It is further reported that the Master steamed close alongside this life-boat, no ship's name was painted on it, and nothing was inside it, except oars and sails. The boat may possibly be a boat from the Japanese-steamer ashore on Cape Guardafui.

*Position.*—Lat. 22° 02' N., long. 62° 47' E.

*Caution.*—Mariners are hereby warned accordingly.

*Charts temporarily affected.*—No. 4012. Arabian Sea.

„ 748B, Indian Ocean, Northern portion.

*Authority.*—The Port Officer, Bombay, dated 12th September 1921.

## GULF OF ADEN—JIBUTI, NORTHERN APPROACH.

*Mashah Islands—Information with regard to buoyage.*(1) *Mashah Island—Reef-buoy north-westward of, disappeared.*(2) *Maskali Island—Buoy south-westward of, re-established.*

No. 383 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 106M. of 1921), are republished:—

(1) *Mashah Island.*

*Position.*—At a distance of about 2½ mile 287° from Mashah Island light-house.

Lat. 11° 43½' N., long. 43° 10½' E.

*Details.*—The black buoy in the above position either has sunk or has been removed.

(2) *Maskali Island.*

*Former Admiralty Notice*—No. 1935 of 1920. (*This office No. 15 of 1921.*)

*Position.*—At a distance of about 4½ miles 243° from Mashah Island light-house.

Lat. 11° 41' N., long. 43° 09½' E.

*Details.*—The black can buoy on the western end of the detached reef, south-westward of Maskali Island, which was removed, *vide* Notice to Mariners quoted above, has been replaced in the above position and now lies on top of the shoal about 2½ cables inside the outer edge.

*Note.*—This buoy must be given a berth of at least half a mile to port to enable vessels to clear the shoal.

*Charts affected.*—No. 253, Jebel Jan to Shab Kulangarit.

„ 8e, Red Sea—sheet 5.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1909, page 427.

*Authority.*—The Port Officer, Aden, dated 8th September 1921.

## INDIA—WEST COAST.

*Alleppey anchorage.*

No. 384 (*first publication*).—The Principal Port Officer, Alleppey, has given Notice dated the 2nd September 1921 that vessels anchoring in the Alleppey Roadstead should take up a berth southward of the Pier with the flagstaff bearing about E. N. E., and as close in shore as possible, in order to obtain a quick despatch.

The littoral current, close in shore, sets to the southward, sometimes as strongly as two knots when a strong sea breeze is blowing with a flood tide, making it very difficult for cargo boats to reach steamers anchored in the Roads. Occasionally a return set to the north is experienced, but it is usually very feeble and of a short duration. The prevailing winds are from the W. N. W.

The bottom shoals gradually, and the depth of water in which to anchor should be decided according to the soundings obtained.

A mud-bank forms occasionally in the vicinity of the Pier, stretching along the coast for a few miles, giving perfectly smooth water, and exists on the date of this notice; caution is therefore necessary in approaching the shore.

The mud-bank may shift to the southward, or disappear altogether, at any time.



*The 28th September 1921.*

CHINA SEA—BILLITON ISLAND, ELEVEN ISLANDS.

*Langkuas Islet—Rock eastward of; Shoal north-eastward of.*

No. 372 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1424 of 1921), are re-published:—

(1) Rock:

*Position.*—At a distance of about 1½ miles eastward of Langkuas lighthouse.

Lat. 2° 32' 17" S., long. 107° 39' 06" E.

*Description.*—A rock which dries at low water.

(2) Shoal:

*Position.*—At a distance of about three-quarters of a mile north-eastward of Langkuas lighthouse.

Lat. 2° 31' 51" S., long. 107° 37' 50" E., on chart No. 3597.

*Depth.*—5 fathoms (9m 1).

*Charts affected.*—No. 3597, Approaches to Tanjong Pandan.

„ 2137, Gaspar strait.

„ 2160, Carimata strait.

„ 2149, Banka and Gaspar straits.

*Publication.*—China Sea Pilot, Vol. II, 1915, page 167.

*Authority.*—Hague Notice No. 665 of 1921. (H. 2502/21.)

CHINA—YELLOW SEA.

*Dairen Wan—Mooring-buoys established.*

No. 373 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1425 of 1921), are re-published:—

*Position.*—N. San shan Tau ▲ summit, lat. 38° 55' N., long. 121° 50' E. (approx.).

*Details.*—5 red mooring-buoys, for use in connection with torpedo practice, have been established in the following positions:—

(a) 2·10 miles, 301°, from N. San shan Tau ▲.

(b) 3·05 „ 313°, „ „ „ „

(c) 2·90 „ 319°, „ „ „ „

(d) One cable, 067°, from (c). „ „

(e) One cable, 247°, from (c).

*Charts affected.*—No. 3694, Dairen wan.

„ 1798, Kinchau to Terminal head.

*Publication.*—China Sea Pilot, Vol. V, 1912, page 555.

*Authority.*—Tokyo Notice No. 123 of 1920. (H. 5356/20.)

JAPAN, SOUTH COAST—BUNGO CHANNEL.

*Beppu and Usuki Bays—Amendments to charts with regard to shoals.*

No. 374 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1437 of 1921), are re-published:—

*Positions.*—(i) Kitsuki, lat. 33° 25' N., long. 131° 37' E. ((approx.).

(ii) Iso saki, lat. 33° 15' N., long. 131° 47' E. (approx.).

*Details.*—Amendments with regard to shoals in Beppu and Usuki bays are shown on the accompanying reproductions of portions of charts Nos. 651, 2875 and 1648.

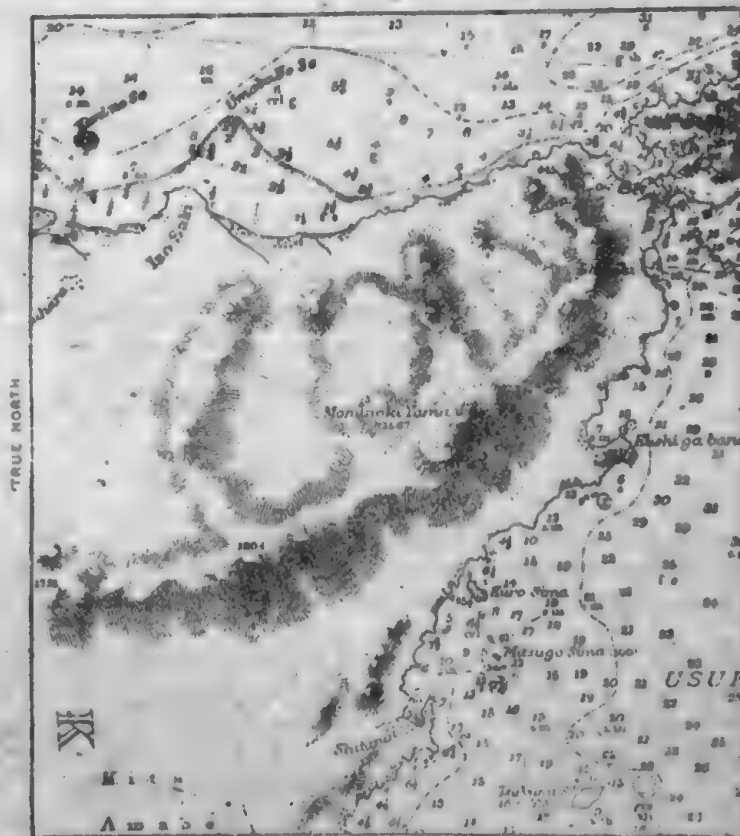
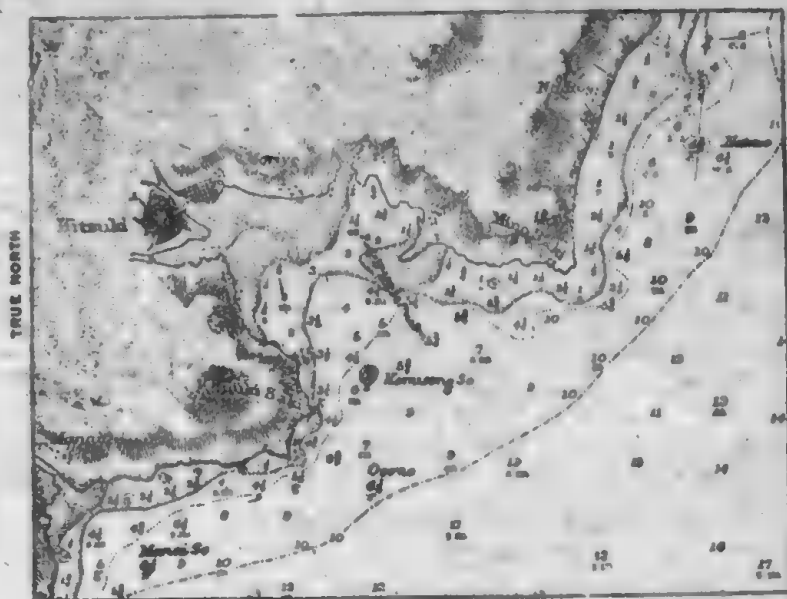
*Charts affected.*—No. 651, Bungo channel.

„ 2875, Naikai (Seto uchi) or Inland sea.

„ 1648, Osumi kaikyo to Oshima.

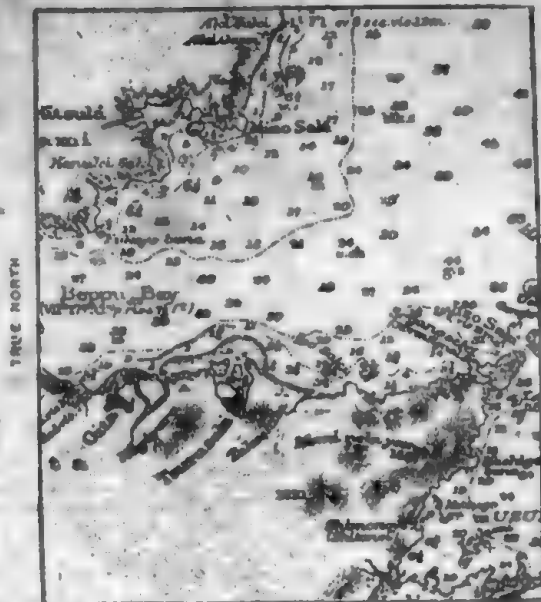
*Publication.*—Japan Pilot, 1914, pages 102, 393, 394, 395.

*Authority.*—Japanese Government Chart. (H. 4320/21.)



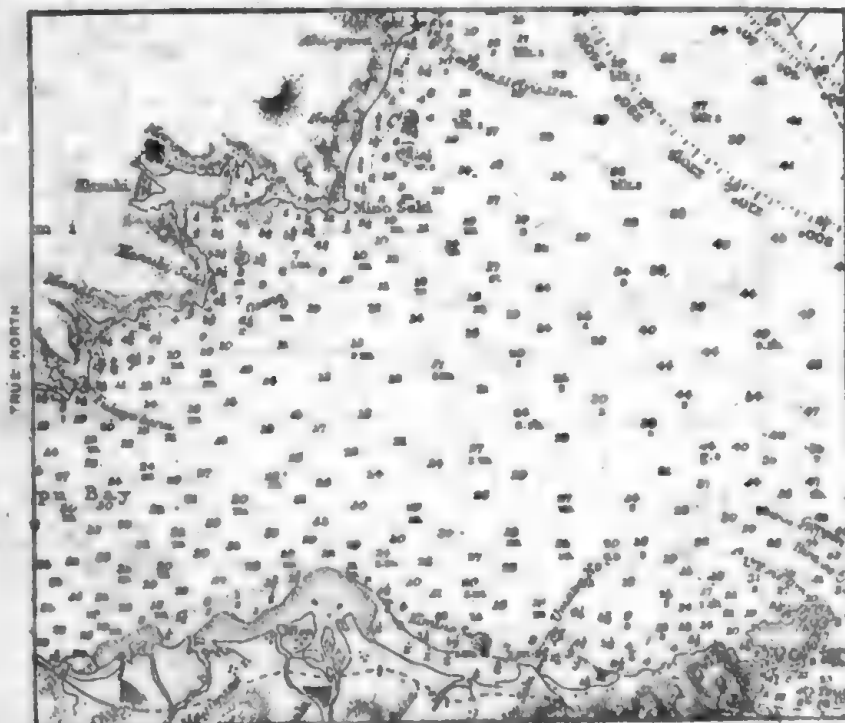
Reproduction of Portions of Chart No 651

0 1 2 3 4 5 6 7 8 9 10 Miles



Reproduction of Portion of Chart N° 1645.

0 5 10 Sea Miles



Reproduction of Portion of Chart N° 2875.

0 5 10 Sea Miles

## JAPAN—SHIMONOSEKI KAIKYO.

*O Seto—Amendments to charts with regard to telegraph cables.*

*No. 375 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1438 of 1921), are re-published :—

*Position.*—Kibune point, lat.  $33^{\circ} 55' N.$ , long.  $130^{\circ} 55' E.$  (approx.).

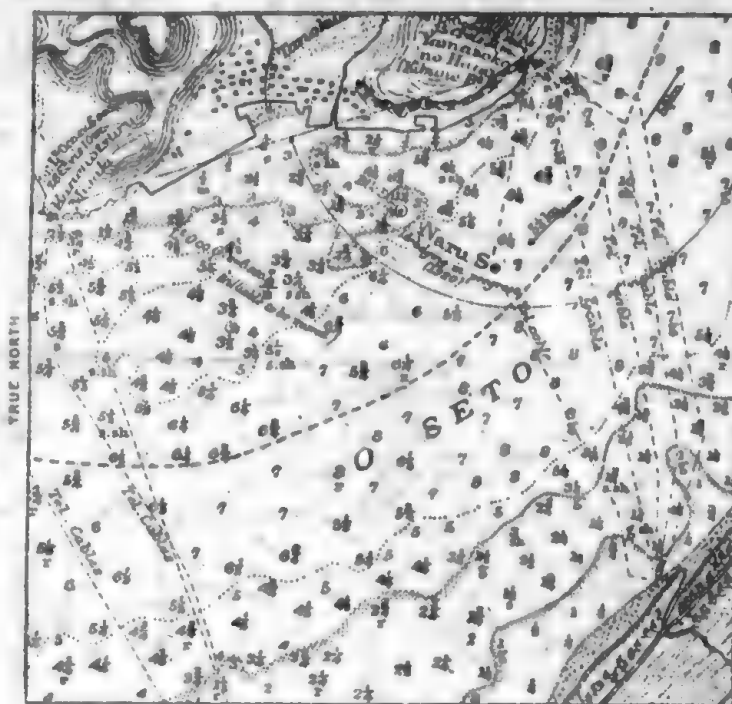
*Details.*—The accompanying reproduction of portions of charts No. 1578 and 532 shows the necessary corrections to those charts with regard to new positions of telegraph cables across O seto.

*Charts affected.*—No. 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

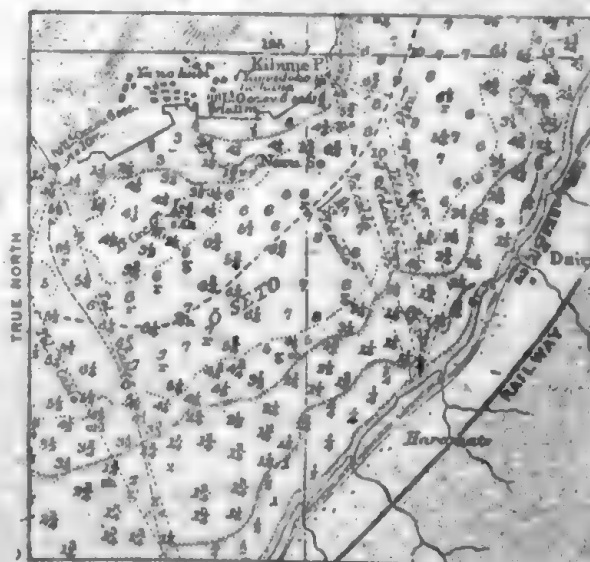
*Publication.*—Japan Pilot, 1914, page 578; Supplement No. 5, 1921.

*Authority.*—Tokyo Notice No. 113 of 1921. (H. 3302/21.)



Reproduction of Portion of Chart N° 1578.

0 5 10 Cables or 1 Sea Mile



Reproduction of Portion of Chart N° 532.

0 5 10 Cables or 1 Sea Mile

**MADAGASCAR, WEST COAST—MOBONDAVA APPROACH.**

*Cordeliere Bank—Breakers reported.*

**No. 376 (second publication).**—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1442 of 1921), are re-published :—

**Position.**—Lat. 20° 07' S., long. 44° 08' E. (*approx.*).

**Details.**—Heavy breakers have been observed on Cordeliere bank during a moderate south-westerly swell, indicating the probable existence of a depth less than that shown on the charts.

**Note.**—The note "*Less water rep<sup>d</sup>. (1921) (Breaks)*" is to be placed against the bank on the charts.

**Remarks.**—The depth on this bank is incorrectly shown on chart No. 597 as 9 fathoms; this is to be corrected to 5½ fathoms.

**Charts affected.**—No. 759a, Cape St. Andrew to Bevato island.

„ 597, Delagoa bay to Cape Guardafui.

**Publication.**—South Indian Ocean Pilot, 1911, page 432.

**Authority.**—Captain W. Harris, Master of the SS. *Clan Malcolm*. (H. 4385/21.)

**EASTERN ARCHIPELAGO—STRAIT OF MAKASSAR.**

*Dewakang Besar—Light established.*

**No. 377 (second publication).**—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1443 of 1921), are re-published :—

**Position.**—On the northern extremity of Dewakang besar.

Lat. 5° 24' 10" S., long. 118° 25' 15" E., on chart No. 2637.

**Abridged description.**—Lt. Fl. ev. 3 sec., 107 ft., vis. 15 m.

**Characteristics :**

**Character.**—*Flashing white every three seconds, thus :*

Flash,	eclipse.
1 sec.	2 sec.

**Elevation.**—107 feet (32<sup>m</sup>6).

**Visibility.**—15 miles.

**Structure.**—White iron framework, 98 feet (29<sup>m</sup>9) in height.

**Charts affected.**—No. 2637, South part of the Strait of Makassar.

„ 941b, Eastern archipelago—sheet 2.

„ 1263, China sea.

„ 2759a, Australia—northern portion.

**Publications.**—List of Lights, Part VI, 1921, No. 1009a.

Eastern Archipelago Pilot, Part II, 1913, page 380

**Authority.**—Hague Notices Nos. 1364, 1422 of 1921. (H. 4574 and 4739/21.)

EASTERN ARCHIPELAGO—BASILAN ISLAND.

*Maluso Bay—Amendment to chart with regard to rocks and shoals.*

No. 378 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1441 of 1921), are republished:—

*Position.*—Great Govenen island, lat.  $6^{\circ} 33' N.$  long.  $121^{\circ} 52' E.$  (approx.).

*Details.*—The accompanying reproduction of a portion of the plan of Maluso bay on chart No. 927 shows the necessary corrections to that plan with regard to rocks and shoals.

*Note.*—The name "Maluso" has hitherto been spelt "Malusa" in the Admiralty publications, which are to be corrected as necessary.

*Chart affected.*—No. 927, Plan of Maluso bay.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, page 250.

*Authority.*—U. S. A. Government Chart. (H. 4450/21.)



SOUTH AFRICA—ALGOA BAY.

*Port Elizabeth—Alteration in character of light.*

No. 379 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1446 of 1921), are republished:—

*Position.*—Close south-eastward of Lady Donkin's monument.  
Lat.  $33^{\circ} 58' S.$ , long.  $25^{\circ} 37' E.$  (approx.).



*New abridged description.*—Lt. Fl. ev. 10 sec., Red & White, 225 ft., vis. 21 m.

*Alteration.*—The character of the light has been altered from occulting red and white to *flashing*, with red and white sectors, every 10 seconds, thus :

Flash	eclipse
2 sec.	8 sec.

*Remarks.*—The visibility of the light, which is 21 miles, is incorrectly shown as 12 miles on the plan of Port Elizabeth on chart No. 641, which is to be corrected accordingly.

*Note.*—In other respects the light is unaltered.

*Charts affected.*—No. 641, Port Elizabeth, with plan.

„ 642, Algoa bay.

„ 2085, Cape St. Francis to Waterloo bay.

„ 2095, Hondeklip bay to Port Natal.

*Publications.*—List of Lights, Part VI, 1921, No. 25.

Africa Pilot, Part III, 1915, page 120 ; Supplement No. 5, 1921.

*Authority.*—South African Railways and Harbours Notice No. 538 of 1921. (H. 4642/21.)

#### NEW ZEALAND—NORTH ISLAND, EAST COAST.

##### *Bay of Plenty—Existence of wreck.*

No. 380 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1454 of 1921), are republished :—

*Position.*—At a distance of about 2 miles south-westward from the largest of the Rurima rocks.

Lat. 37° 51' 00" S., long. 176° 50' 10" E.

*Description.*—Sunken wreck of the SS. *Tasman*, with the main truck reported visible at low water.

*Charts affected.*—No. 3436, Plate island to Cape Runaway.

„ 2527, Mayor island to Poverty bay.

*Authority.*—Wellington Notice No. 25 of 1921. (H. 4874/21.)

#### BAY OF BENGAL—CHITTAGONG COAST.

##### *Chittagong (Karnafuli) river—Alterations of buoys over Outer Bar.*

No. 381-I (*second publication*).—

*Subjects.*—(i) A new 3rd class black can buoy has been placed in the following position :—

*Position.*—Patenga beacon—22° 50' (N. 22° 15' E. Mag.).

Middle red buoy—93° 35' (S. 87° E. Mag.).

(ii) Patenga middle black buoy has been moved 319° 20' (N. 41° 15' W. Mag.) 220 feet.

*Variation.*—0° 35' E.

*Chart affected.*—No. 84, Chittagong (Karnafuli) river.

*Publication.*—Bay of Bengal Pilot, 1910, page 322.

*Authority.*—Port Officer, Chittagong, Notice dated 24th September 1921.

The 26th September 1921.

### CHINA SEA.

#### *Paracel Islands—Caution with regard to position.*

No. 353 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1346 of 1921), are republished:—

*Position.*—Woody island, lat.  $16^{\circ} 50' N.$ , long.  $112^{\circ} 20' E.$  (approx.), on chart No. 94.

*Caution.*—The Paracel islands are reported to lie about 5 miles further to the westward than charted. A note to this effect is to be inserted on the undermentioned charts.

*Charts affected.*—No. 94, Paracel islands.

„ 2661a, China sea, northern portion—Western sheet.

„ 1263, China sea.

*Publication.*—China Sea Pilot, Vol. III, 1912, pages 106 to 112; Supplement No. 5, 1920.

*Authority.*—U. S. A. Hydrographic Office. (H. 1586-21.)

### CHINA, SOUTH COAST—KAP SING MUN.

#### *Kap Sing light—Amended character.*

No. 354 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1347 of 1921), are republished.

*Position.*—Lat.  $22^{\circ} 20' N.$ , long.  $114^{\circ} 04' E.$  (approx.).

*New abridged description.*—Lt. Gp. Fl. (2) ev. 10 sec., 124 ft., vis. 5 m.

*Details.*—The character of the light is now group flashing white showing two flashes every ten seconds, thus:

Flash,	eclipse,	flash,	eclipse.
1 sec.	1 sec.	1 sec.	7 sec.

*Charts affected.*—No. 3632, Wan chu chau to Brothers point.

„ 3681, Kap sing mun to Boca Tigris—southern sheet.

„ 1466, Hongkong.

„ 1180, Approaches to Hongkong.

„ 3026, Macao to Pedro Blanco—including Hongkong.

„ 1962, Hongkong to The Brothers.

*Publications.*—List of Lights, Part VI, 1921, No. 1513.

„ China Sea Pilot, Vol. III, 1912, page 486.

*Authority.*—H. M. S. Hawkins, Remark Book, 1920. (H. 4520-21.)

### EASTERN ARCHIPELAGO—CERAM, NORTH COAST.

#### *Sekola Point—Shoal eastward of.*

No. 355 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1348 of 1921), are republished:—

*Position.*—At a distance of about  $1\frac{1}{2}$  miles eastward of Sekola point.

Lat.  $2^{\circ} 47' 00'' S.$ , long.  $129^{\circ} 32' 45'' E.$

*Depth.*—Not stated.

*Note.*—This position is to be surrounded on the chart by a danger line with the note "P. D."

*Chart affected.*—No. 942b, Eastern archipelago—sheet 4.

*Publication.*—Eastern Archipelago Pilot, Part III, 1911, page 129.

*Authority.*—Hague Notice No. 1341 of 1921. (H. 4559-21.)

### NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

#### *Yap Island, Tomil Haven entrance—Amendments to chart.*

No. 356 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1349 of 1921), are republished:—

*Position.*—Entrance rock, lat.  $9^{\circ} 29' N.$ , long.  $138^{\circ} 10' E.$  (approx.).

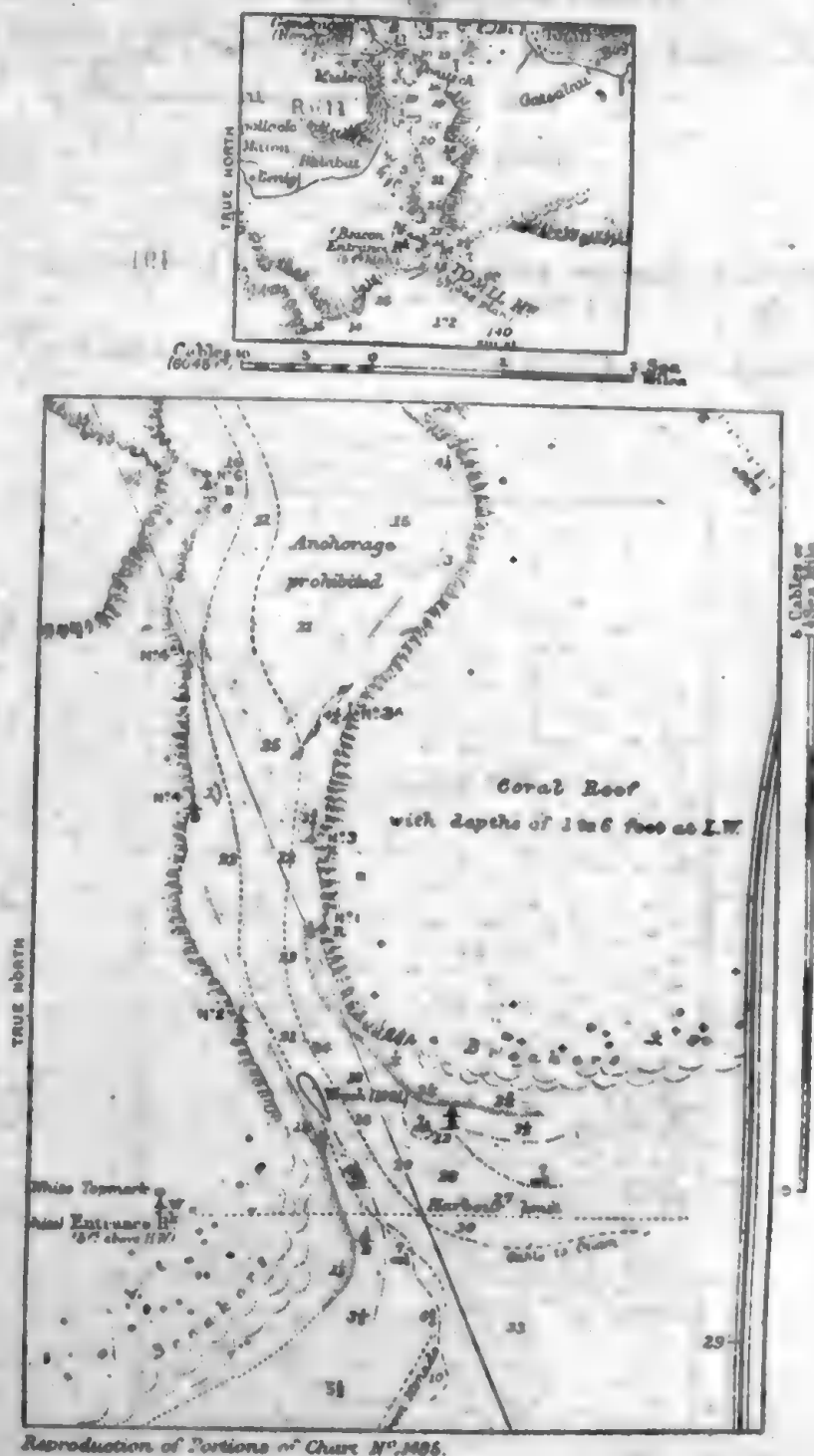
*Details.*—The accompanying reproduction of portions of chart No. 1485 shows the necessary corrections to that chart with regard to—

- (i) The reefs in the entrance to Tomil haven.
- (ii) Beacons and buoys.
- (iii) Depths and shoals.
- (iv) Wreck in the entrance.
- (v) The harbour limit.

*Chart affected.*—No. 1485, Tomil haven. Yap or Uap island.

*Publications.*—Pacific Islands Pilot, Vol. I, 1908, page 416; Supplement No. 3, 1917.  
Pacific Islands Pilot, Vol. I, 1921 (*in press*).

*Authority.*—Tokyo Notice No. 60 of 1921. (H. 2291-21.)



## EASTERN ARCHIPELAGO—JAVA SEA.

*Kangean Group—Amendments to charts.*

*No. 357 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1350 of 1921), are republished:—

*Position.*—Sekala island, lat.  $6^{\circ} 57' S.$ , long.  $116^{\circ} 16' E.$  (*approx.*).

*Details.*—General amendments to Charts Nos. 2637, 941b, 2759a, and 1263 with regard to the coast line of the Kangean group of islands and the depths and shoals in their vicinity are shown on the accompanying reproductions of portions of those charts.

*Remarks.*—These corrections have been embodied in a new edition of chart No. 1654 which has recently been published.

*Charts affected.*—No. 2637, South part of the Strait of Makassar.

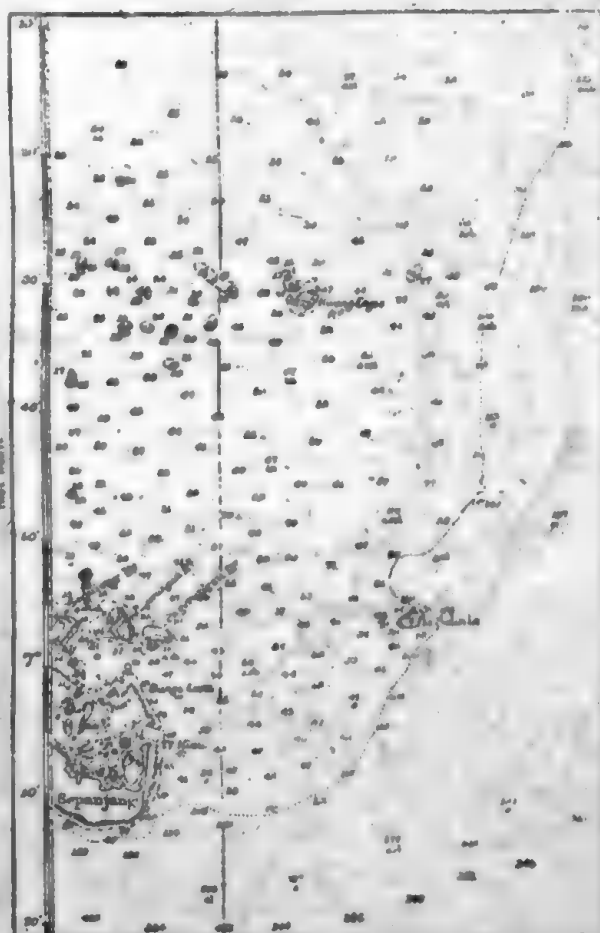
„ 941b, Eastern archipelago—sheet 2.

„ 2759a, Australia—northern portion.

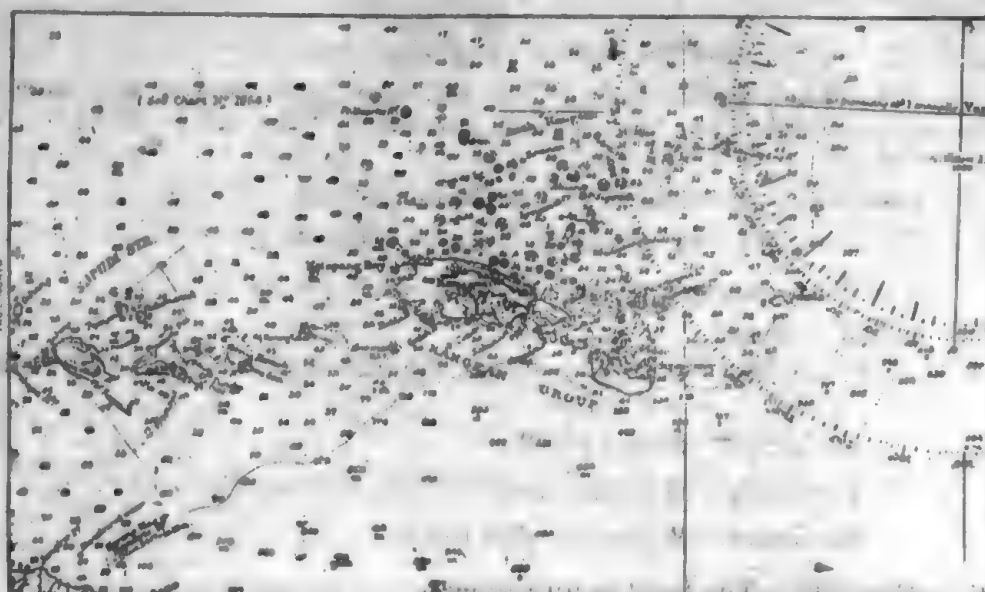
„ 1263, China sea.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, pages 157 to 180; Supplement No. 5, 1921.

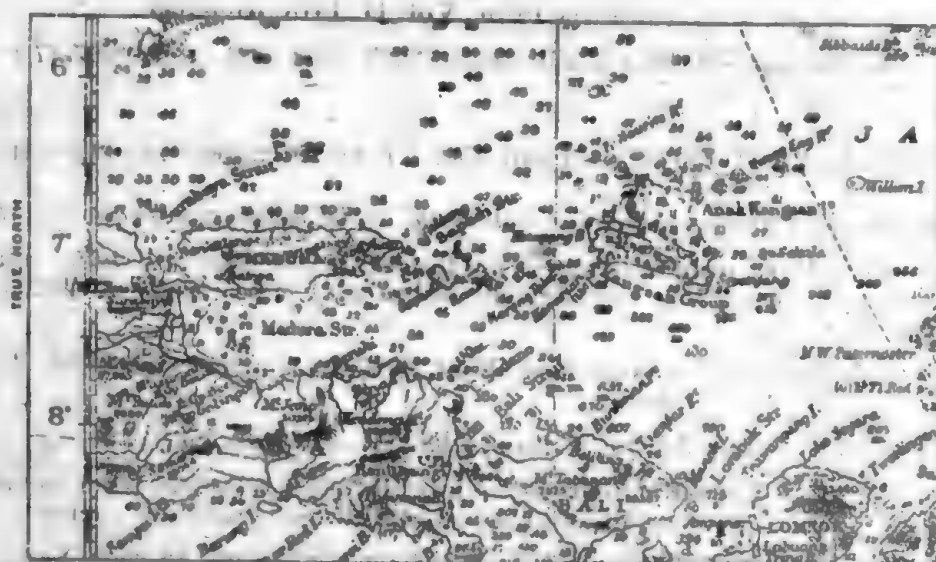
*Authority.*—Netherlands Government Chart. (*H. 2894-21.*)



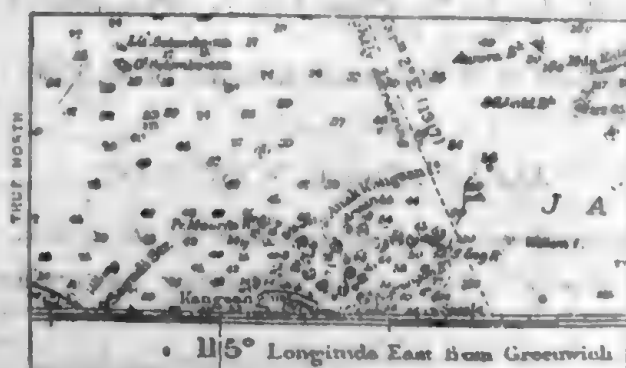
*Reproduction of Portion of Chart No. 2637*



Reproduction of Portion of Chart No. 2644



Reproduction of Portion of Chart No. 2739



Reproduction of Portion of Chart No. 1263

0 60 120 Sea Miles

## TASMANIA—HUON RIVER.

*Garden Island—Light established.*

*No. 358 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1351 of 1921), are republished :—

*Position.*—At southern end of Garden island.

Lat.  $43^{\circ} 16' 02''$  S., long.  $147^{\circ} 08' 06''$  E.

*Abridged description.*—(U) Lt. Occ., 40 ft. vis. 11 m.

*Characteristics :*

*Character.*—Occulting white, the duration of light and eclipse being equal.

*Elevation.*—40 feet ( $12^m2$ ).

*Visibility.*—11 miles, from  $303^{\circ}$  through north to  $120^{\circ}$ .

*Structure.*—White wooden tower.

*Remarks.*—The light is unwatched.

*Charts affected.*—No. 960, Approaches to Hobart.

„ 1079, Tasmania.

*Publications.*—List of Lights, Part VI, 1921, No. 2836.

Australia Pilot, Vol. II, 1918, page 355.

*Authority.*—Hobart Notice dated 24th May 1921. (H. 4507-21.)

## CHINA, EAST COAST—YANG TSE KIANG SOUTHERN APPROACH.

*Steep Island Pass—Submarine bell-buoy to be expunged from charts.*

*No. 359 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1352 of 1921), are republished :—

*Position.*—At a distance of about 2 cables south-eastward of Palmer island.

Lat.  $30^{\circ} 12' N.$ , long.  $122^{\circ} 37' E.$  (approx.).

*Details.*—The submarine bell-buoy has been removed from the above position and is to be expunged from the charts.

*Charts affected.*—No. 1124, Southern approach to the Yang Tse Kiang.

„ 1199, Kue Shan Islands to the Yang Tse Kiang.

„ 2412, Amoy to Nagasaki.

*Publication.*—China Sea Pilot, Vol. V, 1912, page 322; Supplement No. 5, 1920.

*Authority.*—H. M. S. *Hawkins*, Remark Book, 1920. (H. 4522-21.)

## JAPAN—KIU SIU, WEST COAST.

*Shimabara light—Alteration in character.*

*No. 360 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1353 of 1921), are republished :—

*Position.*—Lat.  $32^{\circ} 47' N.$ , long.  $130^{\circ} 23' E.$  (approx.).

*New abridged description.*—Lt. Occ. ev. 8 sec. 50 ft., vis. 11 m.



*Alteration.*—The character of the light has been altered from fixed white to *occulting white every eight seconds*, thus:

Light	eclipse.
4 sec.	4 sec.

*Remarks.*—The visibility of the light is now 11 miles. In other respects the light is unaltered.

*Charts affected.*—No. 3692, Shimabara Kaiwan.

„ 358, Western coasts of Kiusiu and Honshu.

*Publications.*—List of Lights, Part VI, 1921, No. 1888.

Japan Pilot, 1914, page 456.

*Authority.*—Tokyo, Department of Communications, Notice No. 905 of 1921. (H. 4411-21.)

#### NEW GUINEA—GEELVINK BAY.

##### *Run (Ron) Island—Amendments to charts.*

*No. 361 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1361 of 1921), are republished:—

*Position.*—Rarian island, lat.  $2^{\circ} 18' S.$ , long.  $134^{\circ} 32' E.$  (*approx.*).

*Details.*—Amendments to charts with regard to coastline, depths and shoals in the vicinity of Run island are shown on the accompanying reproductions of a portion of chart No. 9426 and of the plan of Jende road on chart No. 2467.

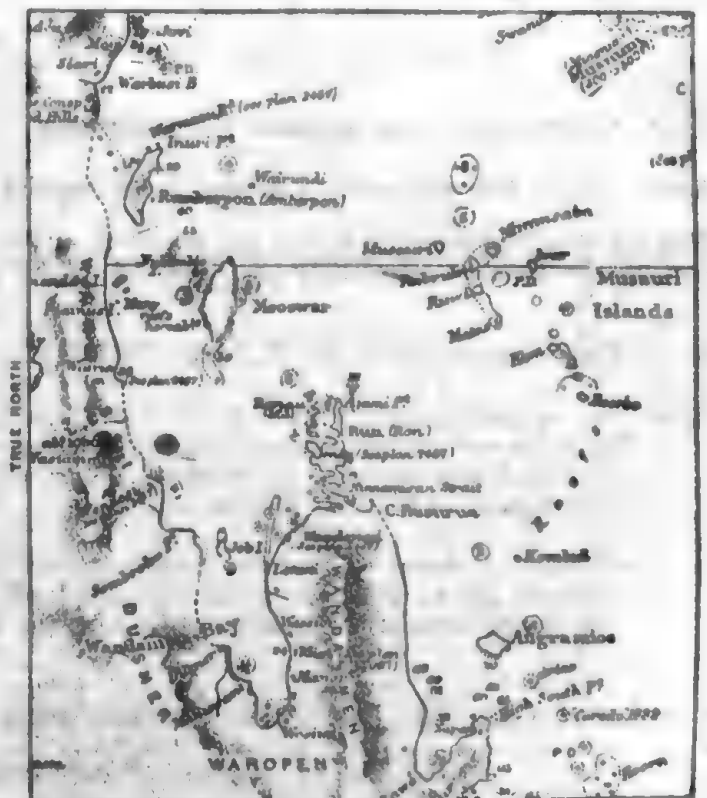
*Charts affected.*—No. 2467, Plan of Jende road.

„ 9426, Eastern archipelago—sheet 4.

*Publications.*—Pacific Islands Pilot, Vol. I, 1908, page 236.

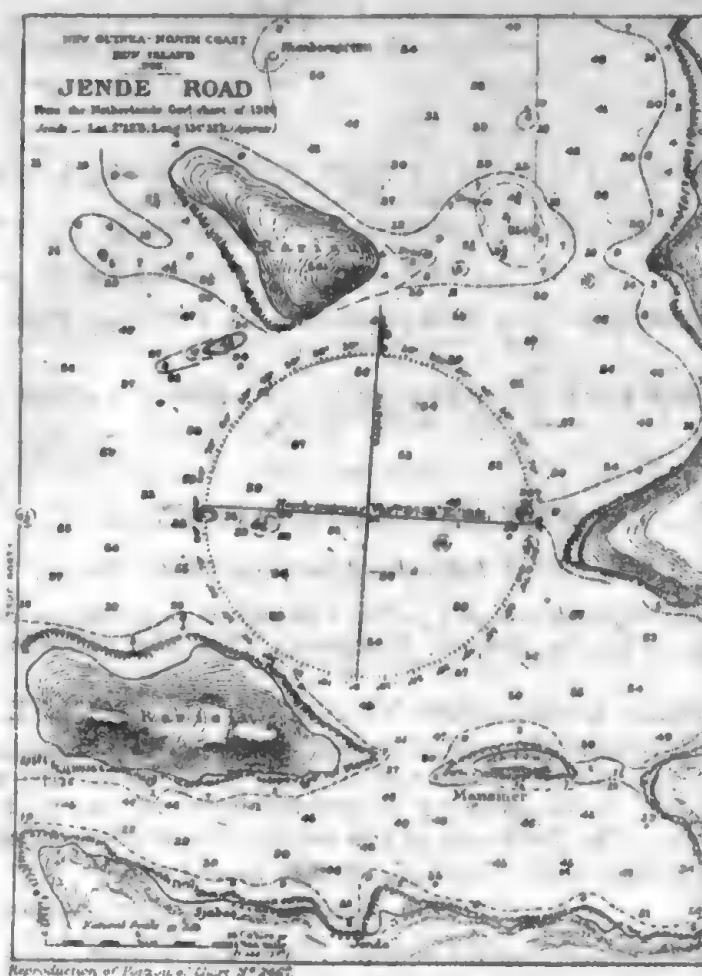
Pacific Islands Pilot, Vol. I, 1921 (*in press*).

*Authority.*—Netherlands Government Chart and Hague Notice No. 893 of 1921. (H. 3085-21.)



Reproduction of Portion of Chart No. 9426

0 10 20 30 40 Sea Miles



#### EASTERN ARCHIPELAGO—GILOLO (HALMAHEIRA) ISLAND.

*Buli (Wossa) Bay—Amendments to charts with regard to reefs.*

*No. 362 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1392 of 1921), are republished:—

*Position.*—Pulo Leleve, lat.  $0^{\circ} 41' N.$ , long.  $128^{\circ} 33' E.$  (*approx.*).

*Details.*—The accompanying reproduction of a portion of chart No. 942*a* and of the plan of Bitjoli or Wossa road on chart No. 930 shows the necessary corrections to those charts with regard to reefs in Wossa bay.

*Remarks.*—It will be observed that the reef, formerly shown on the charts about 2 miles north-eastward of Pulo Leleve, does not exist and has been omitted from the reproduction.

*Charts affected.*—No. 942*a*, Eastern archipelago—sheet 3.

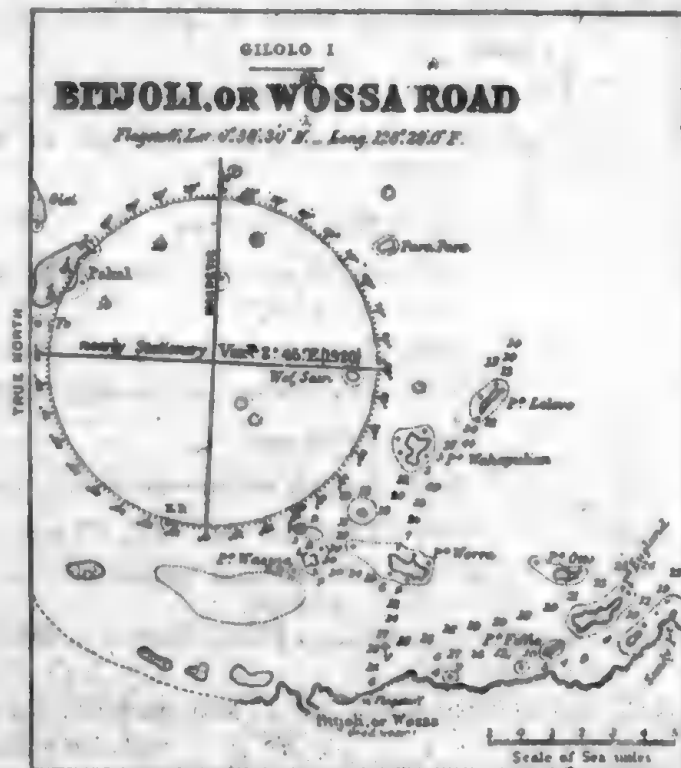
„ 930, Plan of Bitjoli or Wossa road.

*Publication.*—Eastern Archipelago Pilot, Part III, 1911, pages 97, 101.

Authority.—Hague Notice No. 2692 of 1919. (H. 9633-19.)



Reproduction of Portion of Chart No. 9434



Reproduction of Portion of Chart No. 930

#### AUSTRALIA—QUEENSLAND.

**Torres Strait, Western Approach**—Shoal depth to be inserted on charts.

**No. 363 (third publication).**—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1398 of 1921), are republished:—

**Position.**—At a distance of about 12½ miles westward from Booby island light.

Lat.  $10^{\circ} 35' 12''$  S., long.  $141^{\circ} 41' 33''$  E.

*Depth.*—5½ fathoms (10<sup>m</sup>5).

*Charts affected.*—No. 2354, Cape Grenville to Booby island.

„ 447, Western approaches to Torres strait.

*Publication.*—Australia Pilot, Vol. III, 1916, page 245.

*Authority.*—H.M. Surveying Vessel *Fantome*. (H. 4629-21.)

### EASTERN ARCHIPELAGO.

#### *Java Sea—Non-existence of reefs.*

*No. 364 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1408 of 1921), are republished :—

(1) Willem island reef:

*Position.*—Lat. 6° 34' S., long. 116° 42' E. (*approx.*).

(2) Bampton bank:

*Position.*—Lat. 4° 46' S., long. 114° 49' E. (*approx.*).

(3) Arrogant shoal:

*Position.*—Lat. 5° 12' S., long. 112° 57' E. (*approx.*).

(4) *Position.*—At a distance of about 9 miles westward of Arends island.

Lat. 5° 04' S., long. 114° 25' E. (*approx.*).

*Remarks.*—The above reefs do not exist and are to be expunged from the charts.

*Charts affected.*—No. 1654, Island of Java. (1).

„ 2637, South part of the Strait of Makassar. (1).

„ 941b, Eastern archipelago—sheet 2.

„ 2759a, Australia—northern portion.

„ 1263, China sea.

„ 718b, Indian ocean—northern portion.

„ 2683, Pacific ocean. (1), (2) and (3).

„ 2483, Atlantic and Indian oceans, &c. (1), (2), and (3).

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, pages 179 184, 337.

*Authority.*—Hague Notices No. 227 of 1920 and No. 431 of 1921.

(H. 1011-20 & 1612-21.)

### JAPAN—HOKUSHŪ, NORTH COAST.

#### *Soya Misaki lighthouse—Rock south-eastward of.*

*No. 365 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1410 of 1921), are republished :—

*Position.*—At a distance of 3 miles, 126°, from Soya misaki lighthouse.

Lat. 45° 30' N., long. 142° 00' E. (*approx.*).

*Depth.*—2½ fathoms (4<sup>m</sup>1).

*Charts affected.*—No. 3341, Gulf of Tartary—southern sheet.  
 „ 452, Hokushū island.

*Publication.*—Japan Pilot, 1914, page 710.

*Authority.*—Tokyo Notice No. 182 of 1921. (H. 4466-21.)

#### BAY OF BENGAL—BURMA.

*Cape Negrais*—Shoals westward of, to be inserted on chart No. 3772.

*No. 366 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1417 of 1921), are republished:—

(a) *Position.*—At a distance of about 5½ miles westward of Cape Negrais.

Lat. 16° 02' 02" N., long. 94° 06' 00" E.

*Depth.*—6½ fathoms (11<sup>m</sup>4).

(b) *Position*—At a distance of about 1½ miles northward of (a).

Lat. 16° 03' 32" N., long. 94° 05' 49" E.

*Depth.*—10 fathoms (18<sup>m</sup>3).

*Remarks.*—These shoals are already shown on charts Nos. 823, 829 and 830.

*Chart affected.*—No. 3772, Calventuras to Bassein river.

*Authority.*—Hydrographic Department. (H. 4381-21.)

#### CHINA, EAST COAST—FORMOSA STRAIT, NORTHERN ENTRANCE.

*Tung Yung Island*—Rock north-eastward of, to be expunged from chart No. 2412.

*No. 367 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1418 of 1921), are republished:—

*Position.*—At a distance of about 6½ miles north-eastward from Tung yung island lighthouse.

Lat. 26° 28' N., long. 120° 35' E. (approx.).

*Remarks.*—The symbol for a rock with the note "(D)" against it is to be expunged from chart No. 2412.

*Chart affected.*—No. 2412, Amoy to Nagasaki.

*Authority.*—Hydrographic Department. (H. 4432-21.)

#### AUSTRALIA—EAST COAST.

*Cape Moreton*—Secondary light and beacon to be discontinued.

*No. 368 (third publication).*—

*Position.*—Lat. 27° 02' S., long. 153° 29' E., on chart No. 1029.

*Details.*—The *Secondary Fixed White Light* and *White Square Beacon* situated 180 yards, 27° (N. 18° E. Mag.) from the main light, will be discontinued on or about 31st December, 1921.

*Note.*—No further notice will be given.

*Charts affected.*—No. 1670a, Moreton Bay.

„ 1029, Danger Point to Cape Moreton.

„ 3623, Cape Byron to Lady Elliott Island.

„ 1068, Moreton Bay to Sandy Cape.

*Publications.*—List of Lights and Time Signals, Part VI, 1921, No. 2591.

Australia Pilot, Vol. III, 1916, page 93.

*Authority.*—Melbourne Notice No. 17 of 1921.

#### AUSTRALIA—EAST COAST.

*North Point Hummock—Light to be discontinued.*

*No 369 (third publication).—*

*Position.*—Lat.  $27^{\circ} 02' S.$ , long.  $153^{\circ} 28\frac{1}{2}' E.$ , on chart No. 1029.

*Details.*—The *Fixed White Light* exhibited from a white rectangular shed on the summit of North Point Hummock, will be discontinued on or about 31st December 1921.

*Note.*—No further notice will be given.

*Charts affected.*—No. 1670a, Moreton Bay.

„ 1029, Danger Point to Cape Moreton.

„ 3623, Cape Byron to Lady Elliott Is.

„ 1068, Moreton Bay to Sandy Cape.

*Publications.*—List of Lights and Time Signals, Part VI, 1921, No. 2594.

Australia Pilot, Vol. III, 1916, page 95.

*Authority.*—Melbourne Notice No. 18 of 1921.

#### INDIA, SOUTH COAST—GULF OF MANAR.

*Caution. Tuticorin roadstead—Danger to shipping.*

*No. 370 (third publication).—*

*Subject.*—Marine boiler 11 feet in diameter sunk in Tuticorin roadstead in 34 feet of water.

*Position.*—Hare island light N.  $86^{\circ} W.$  (True).

Church island church N.  $25^{\circ} W.$  (True).

*Remarks.*—Mariners are hereby warned.

*Charts affected.*—No. 828, Cape Comorin to Cocanada.

„ 68a, Palk strait and Gulf of Manar.

„ 67, Tuticorin roadstead.

*Authority.*—Madras Notice No. 35, dated the 20th September 1921.

#### BAY OF BENGAL.

*Caution. Derelict reported.*

*No. 371 (third publication).—*

*Subject.*—The Master of the S.S. "Torilla" reports having passed a derelict in the following position:—

*Position.*—Lat.  $18^{\circ} 45' N.$ , long.  $89^{\circ} 45' E.$

*Caution.*—The derelict constitutes a danger to shipping.

*Charts affected.*—No. 829, Cocanada to Bassein river.

„ 70, Bay of Bengal.

*Authority.*—Master of the SS. "Torilla," telegram dated 24th September 1921.

A. E. HAROLD, CAPTAIN, D.S.O., R.L.M.,

*Port Officer of Calcutta.*





# The Calcutta Gazette

WEDNESDAY, OCTOBER 26, 1921.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,  
*Port Officer of Calcutta.*

A. MARR,  
*Secretary to the Government of Bengal,  
Marine Department.*

CALCUTTA, the 13th October 1921.

### AUSTRALIA—NEW SOUTH WALES.

#### *Montagu Island (Barunguba)—Amendments to Charts.*

*No. 385 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1461 of 1921), are republished:—

*Position.*—Montagu island lighthouse, lat.  $36^{\circ} 15' S.$ , long.  $150^{\circ} 15' E.$  (approx.).

*Details.*—The accompanying reproduction of portions of charts Nos. 1017 and 1018 shows the necessary corrections to those charts with regard to the coastline of Montagu island, and the rocks and depths in the vicinity, as revealed by a recent survey.

*Remarks.*—It will be seen from the reproduction that no trace was found of the 2½-fathom shoal marked "(P.D.)" south-eastward of Montagu island. This shoal is to be expunged from chart No. 1211.

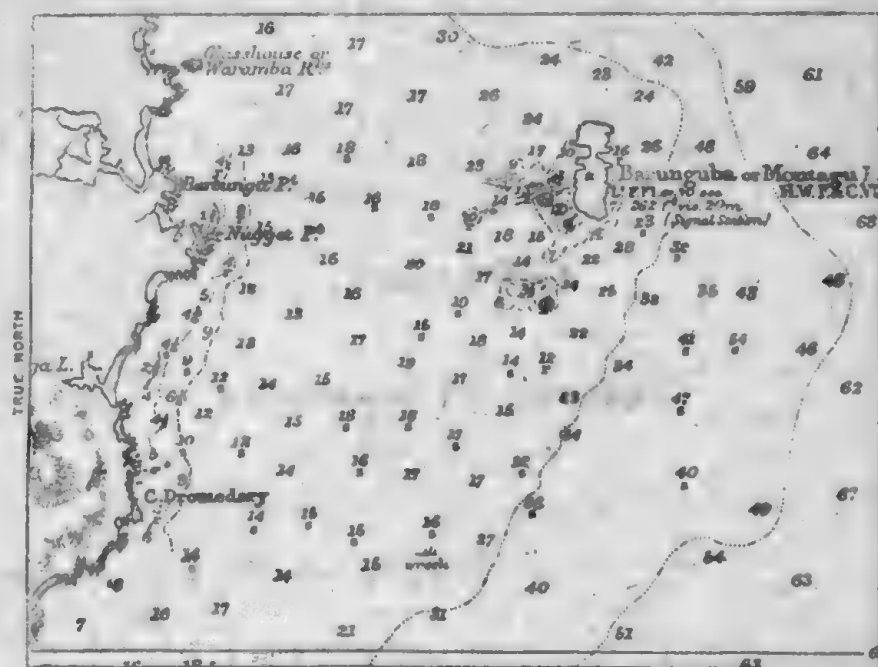
*Charts affected.*—No. 1017, Gabo island to Montagu island.

„ 1018, Montagu island to Beecroft head.

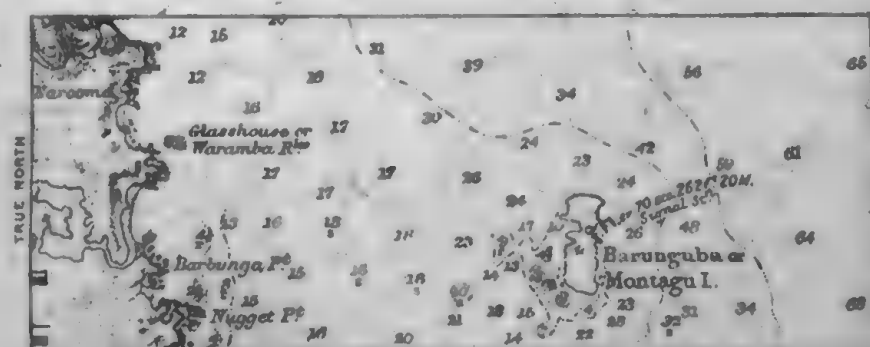
„ 1211, Gabo island to Port Jackson.

*Publication.*—Australia Pilot, Vol. II, 1918, pages 447, 448; Supplement No. 2, 1920.

*Authority.*—Public Works Department, Sydney. (H. 4196-21.)



Reproduction of Portion of Chart No. 1017.



Reproduction of Portion of Chart No. 1018.

NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

*Kusaie (Ualan Island), Chabrol Harbour—Amended Positions of Beacons.*

No. 386 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1462 of 1921), are republished:—

*Former Notice.*—No. 1308 of 1921. (*This Office No. 348 of 1921.*)

*Position.*—Chabrol harbour entrance, lat.  $5^{\circ} 20' N.$ , long.  $163^{\circ} 01' E.$  (approx.).

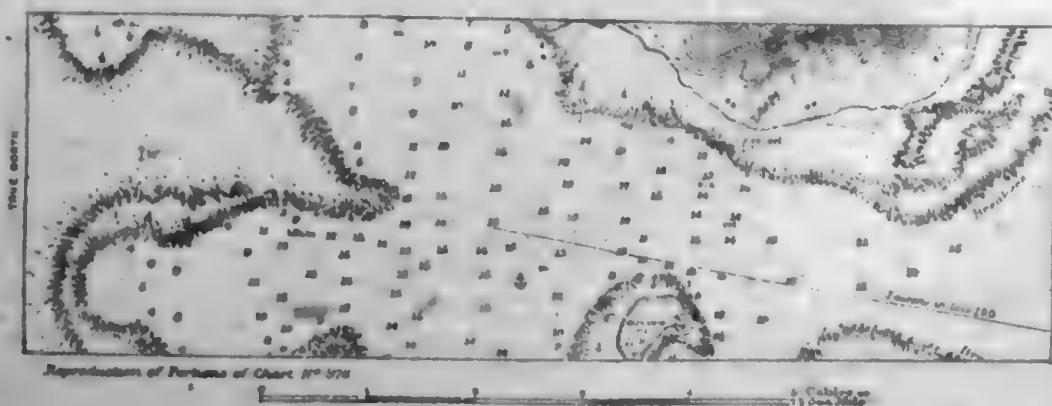
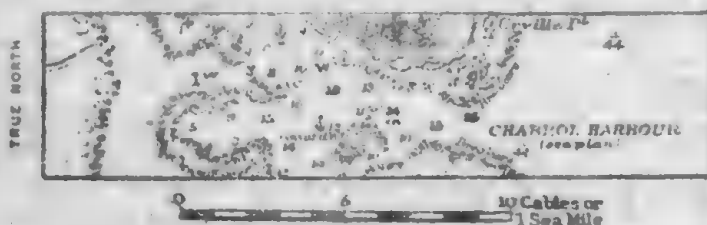
*Details.*—The accompanying reproduction of portions of chart No. 978 and the inset plan of Chabrol harbour shows the necessary corrections to that chart with regard to the positions of beacons.

*Chart affected.*—No. 978, Kusaie or Ualan island, with plan of Chabrol harbour.

*Publications.*—Pacific Islands Pilot, Vol. I, 1908, pages 398, 399.

Pacific Islands Pilot, Vol. I, 1921 (*in press*).

*Authority.*—Tokyo Notice No. 142 of 1920. (*H. 6073-20.*)



## ATLANTIC AND INDIAN OCEANS, AND AFRICA—WEST AND EAST COASTS.

*W-T Stations discontinued.*

No. 387 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1473 of 1921), are republished:—

(1) The undermentioned Admiralty W-T stations have been permanently discontinued:—

Station.	Position.
(a) Bathurst ...	Lat. 13° 29' N., long. 16° 40' W. ( <i>approx.</i> ).
(b) Seychelles ...	„ 4° 36' S., „ 55° 26' E. „
(c) Falkland islands (Stanley) ...	„ 51° 41' S., „ 57° 49' W. „

*Remarks.*—The above stations are to be expunged from the charts.

(2) The undermentioned Admiralty W-T stations have been temporarily discontinued:—

Station.	Position.
(a) Ascension island	Lat. 7° 56' S., long. 14° 24' W. ( <i>approx.</i> ).
(b) Port Nolloth ...	„ 29° 15' S., „ 16° 53' E. „
(c) Durban (Jacobs) ...	„ 29° 53' S., „ 31° 04' E. „
(d) Mauritius ...	„ 20° 10' S., „ 57° 35' E. „

*Note.*—The note “*Temporarily discontinued, 1921*” is to be inserted against the above stations which are shown on the charts.

*Charts affected.*—No. 2060a, North Atlantic ocean—eastern portion (1) (a).  
 „ 2202a, South Atlantic ocean—eastern portion (2) (a).  
 „ 2202b, South Atlantic ocean—western portion (1) (c).  
 „ 748a, Indian ocean—southern portion. (2) (d).  
 „ 748b, Indian ocean—northern portion. (1) (b).  
 „ 3778, Telegraph chart of The World—sheet 1. (1) (a) and (c) and (2) (a).  
 „ 3779, Telegraph chart of The World—sheet 2. (1) (b) and (2) (d).

*Publication.*—South America Pilot, Part I, 1911, page 538; Supplement No. 5, 1920.

*Authority.*—The Lords Commissioners of the Admiralty. (H. 4588-21.)

## GULF OF ADEN.

*Aden, Inner Harbour—Light-buoys to be established.*

No. 388 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1475 of 1921), are republished:—

*Date of establishment.*—Not stated.

(1) *Position*.—At a distance of about 3½ cables northward of Flint Island.

Lat. 12° 48' N., long. 44° 59' E. (*approx.*).

*Description*.—A black can light-buoy numbered "5" exhibiting a fixed green light.

(2) *Position*.—At a distance of about 1½ cables north-westward of the clock tower.

*Description*.—A red conical light-buoy numbered "4" exhibiting a fixed red light.

*Remarks*.—Further notice will be given when the light-buoys have been established.

*Charts temporarily affected*.—No. 3660, Aden harbour.

„ 7, Aden harbour and approaches.

*Publications*.—Red Sea, &c., Pilot, 1909, page 406.

Red Sea, &c., Pilot, 1921 (*in press*).

*Authority*.—Port Officer, Aden. (H. 4872-21.)

#### ARABIAN SEA.

##### *Derelict reported.*

No. 389 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 107M. of 1921), are republished:—

*Details*.—The Master of the SS. "Karapora" reports having passed a derelict of dhaw, bottom up in the following position.

*Position*.—Lat. 13° 55' N.

Long. 63° 05' E.

*Caution*.—The Mariners are hereby warned accordingly.

*Charts temporarily affected*.—No. 1012, Arabian Sea.

„ 748B., Indian Ocean, Northern portion.

*Authority*.—The Port Officer, Bombay, dated 26th September 1921.

#### BAY OF BENGAL—BURMA COAST.

No. 390 (*first publication*).—

*Caution*.—Wreckage sighted off Alguada lighthouse.

*Subject*.—The Master of the SS. "Elephanta" reports having sighted, on the 9th instant, a mast six feet above water apparently attached to the wreckage, 10 miles S. 60° E. from Alguada lighthouse.

*Charts affected*.—No. 70, Bay of Bengal.

„ 829, Cocanada to Bassein river.

„ 830, Bassein river to Pulo Penang.

„ 823, Koronge Island to White Point.

*Authority*.—Principal Port Officer, Burma, Rangoon, telegram dated 10th October 1921.

*The 5th October 1921.*

ARABIAN SEA.

*Derelict reported.*

*No. 382 (second publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 105M. of 1921), are republished :—

*Details.*—The Master of the SS. "Jeddha" reports having passed a ship's life-boat abandoned in the following position.

It is further reported that the Master steamed close alongside this life-boat, no ship's name was painted on it, and nothing was inside it, except oars and sails. The boat may possibly be a boat from the Japanese-steamer ashore on Cape Guardafui.

*Position.*—Lat.  $22^{\circ} 02'$  N., long.  $62^{\circ} 47'$  E.

*Caution.*—Mariners are hereby warned accordingly.

*Charts temporarily affected.*—No. 1012, Arabian Sea.

„ 748B, Indian Ocean, Northern portion.

*Authority.*—The Port Officer, Bombay, dated 12th September 1921.

GULF OF ADEN—JIBUTI, NORTHERN APPROACH.

*Mashah Islands—Information with regard to buoyage.*

(1) *Mashah Island—Reef-buoy north-westward of, disappeared.*

(2) *Maskali Island—Buoy south-westward of, re-established.*

*No. 383 (second publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 106M. of 1921), are republished :—

(1) *Mashah Island.*

*Position.*—At a distance of about  $2\frac{1}{2}$  mile  $287^{\circ}$  from Mashah Island light-house.

Lat.  $11^{\circ} 43\frac{1}{2}'$  N., long.  $43^{\circ} 10\frac{1}{2}'$  E.

*Details.*—The black buoy in the above position either has sunk or has been removed.

(2) *Maskali Island:*

*Former Admiralty Notice*—No. 1935 of 1920. (*This office No 15 of 1921.*)

*Position.*—At a distance of about  $4\frac{1}{2}$  miles  $243^{\circ}$  from Mashah Island light-house.

Lat.  $11^{\circ} 41'$  N., long.  $43^{\circ} 09\frac{1}{2}'$  E.



*Details.*—The black can buoy on the western end of the detached reef, south-westward of Maskali Island, which was removed, *vide* Notice to Mariners quoted above, has been replaced in the above position and now lies on top of the shoal about  $2\frac{1}{2}$  cables inside the outer edge.

*Note.*—This buoy must be given a berth of at least half a mile to port to enable vessels to clear the shoal.

*Charts affected.*—No. 253, Jebel Jan to Shab Kulangarit.  
.. 8e, Red Sea—sheet 5.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1909, page 427.

*Authority.*—The Port Officer, Aden, dated 8th September 1921.

#### INDIA—WEST COAST.

##### *Alleppey anchorage.*

*No. 384 (second publication).*—The Principal Port Officer, Alleppey, has given Notice dated the 2nd September 1921 that vessels anchoring in the Alleppey Roadstead should take up a berth southward of the Pier with the flagstaff bearing about E. N. E., and as close in shore as possible, in order to obtain a quick despatch.

The littoral current, close in shore, sets to the southward, sometimes as strongly as two knots when a strong sea breeze is blowing with a flood tide, making it very difficult for cargo boats to reach steamers anchored in the Roads. Occasionally a return set to the north is experienced, but it is usually very feeble and of a short duration. The prevailing winds are from the W. N. W.

The bottom shoals gradually, and the depth of water in which to anchor should be decided according to the soundings obtained.

A mud-bank forms occasionally in the vicinity of the Pier, stretching along the coast for a few miles, giving perfectly smooth water, and exists on the date of this notice; caution is therefore necessary in approaching the shore.

The mud-bank may shift to the southward, or disappear altogether, at any time.

*The 28th September 1921.*

#### CHINA SEA—BILLITON ISLAND, ELEVEN ISLANDS.

##### *Langkuas Islet—Rock eastward of; Shoal north-eastward of.*

*No. 372 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1424 of 1921), are republished:—

##### (1) Rock:

*Position.*—At a distance of about  $1\frac{1}{2}$  miles eastward of Langkuas lighthouse.

Lat.  $2^{\circ} 32' 17''$  S., long.  $107^{\circ} 39' 06''$  E.

*Description.*—A rock which dries at low water.

## (2) Shoal:

*Position.*—At a distance of about three-quarters of a mile north-eastward of Langkuas lighthouse.

Lat.  $2^{\circ} 31' 51''$  S., long.  $107^{\circ} 37' 50''$  E., on chart No. 3597.

*Depth.*—5 fathoms ( $9^m$  1).

*Charts affected.*—No. 3597, Approaches to Tanjong Pandan.

„ 2137, Gaspar strait.

„ 2160, Carimata strait.

„ 2149, Banka and Gaspar straits.

*Publication.*—China Sea Pilot, Vol. II, 1915, page 167.

*Authority.*—Hague Notice No. 665 of 1921. (H. 2502/21.)

## CHINA—YELLOW SEA.

*Dairen Wan—Mooring-buoys established.*

*No. 373 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1425 of 1921), are re-published:—

*Position.*—N. San shan Tau  $\Delta$  summit, lat.  $38^{\circ} 55'$  N., long.  $121^{\circ} 50'$  E. (*approx.*).

*Details.*—5 red mooring-buoys, for use in connection with torpedo practice, have been established in the following positions:—

(a) 2.10 miles,  $301^{\circ}$ , from N. San shan Tau  $\Delta$ .

(b) 3.05 „  $313^{\circ}$ , „ „ „ „

(c) 2.90 „  $319^{\circ}$ , „ „ „ „

(d) One cable,  $067^{\circ}$ , from (c).

(e) One cable,  $247^{\circ}$ , from (c).

*Charts affected.*—No. 3694, Dairen wan.

„ 1798, Kinchau to Terminal head.

*Publication.*—China Sea Pilot, Vol. V, 1912, page 555.

*Authority.*—Tokyo Notice No. 123 of 1920. (H. 5356/20.)

## JAPAN, SOUTH COAST—BUNGO CHANNEL.

*Beppu and Usuki Bays—Amendments to charts with regard to shoals.*

*No. 374 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1437 of 1921), are re-published:—

*Positions.*—(i) Kitsuki, lat.  $33^{\circ} 25'$  N., long.  $131^{\circ} 37'$  E. (*approx.*).

(ii) Iso saki, lat.  $33^{\circ} 15'$  N., long.  $131^{\circ} 47'$  E. (*approx.*).

*Details.*—Amendments with regard to shoals in Beppu and Usuki bays are shown on the accompanying reproductions of portions of charts Nos. 651, 2875 and 1648.

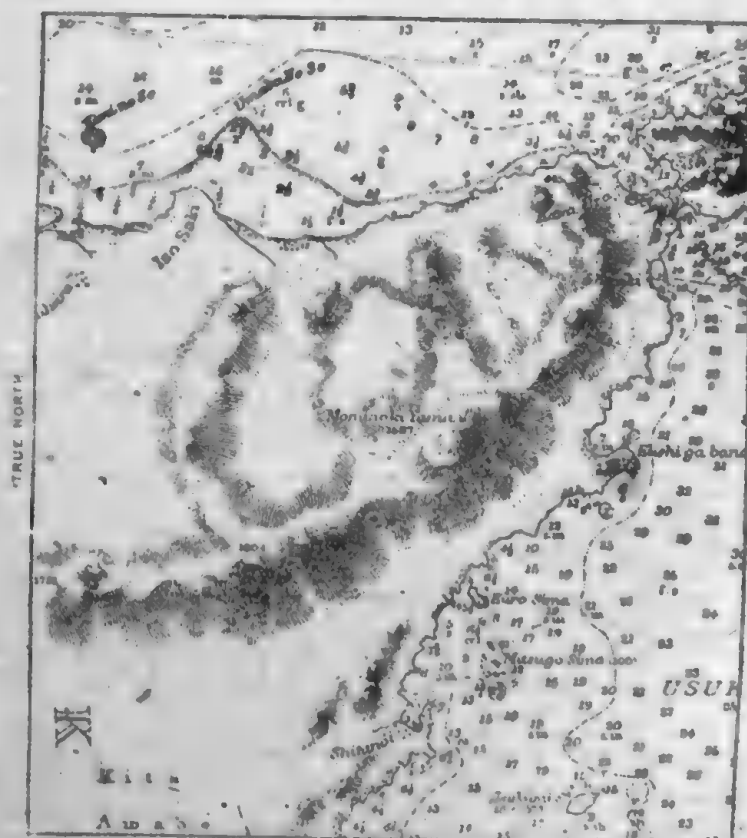
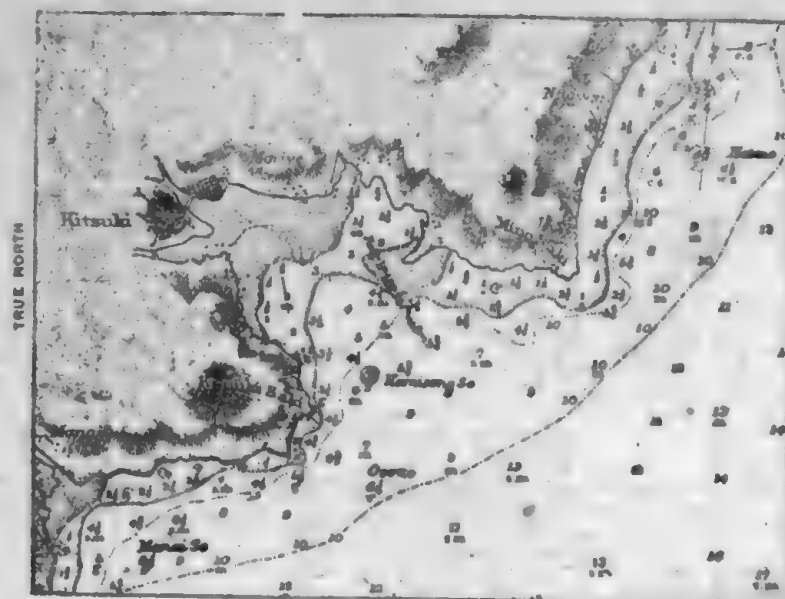
*Charts affected.*—No. 651, Bungo channel.

„ 2875, Naikai (Seto uchi) or Inland sea.

„ 1648, Osumi kaikyo to O shima.

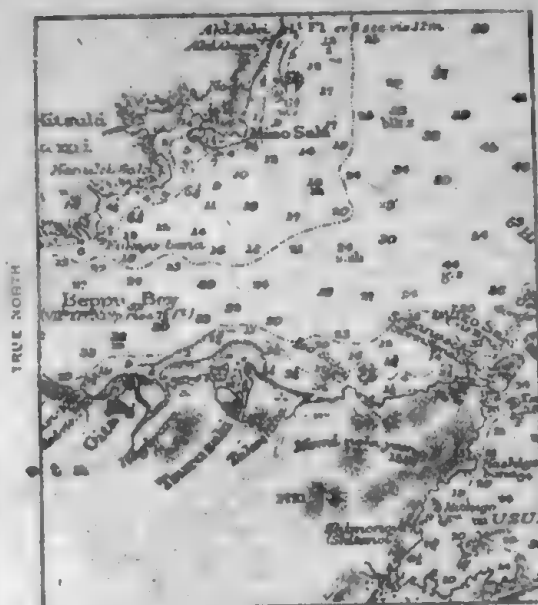
*Publication.*—Japan Pilot, 1914, pages 102, 393, 394, 395.

*Authority.*—Japanese Government Chart. (H. 4320/21.)



Reproduction of Portions of Chart No 651

0 1 2 3 4 5 6 7 8 9 10 Miles



Reproduction of Portion of Chart No. 1648

0 5 10 Sea Miles



Reproduction of Portion of Chart No. 2875

0 5 10 Sea Miles

## JAPAN—SHIMONOSEKI KAIKYO.

*O Seto*—Amendments to charts with regard to telegraph cables.

*No. 375 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1438 of 1921), are re-published:—

*Position.*—Kibune point, lat.  $33^{\circ} 55' N.$ , long.  $130^{\circ} 55' E.$  (*approx.*).

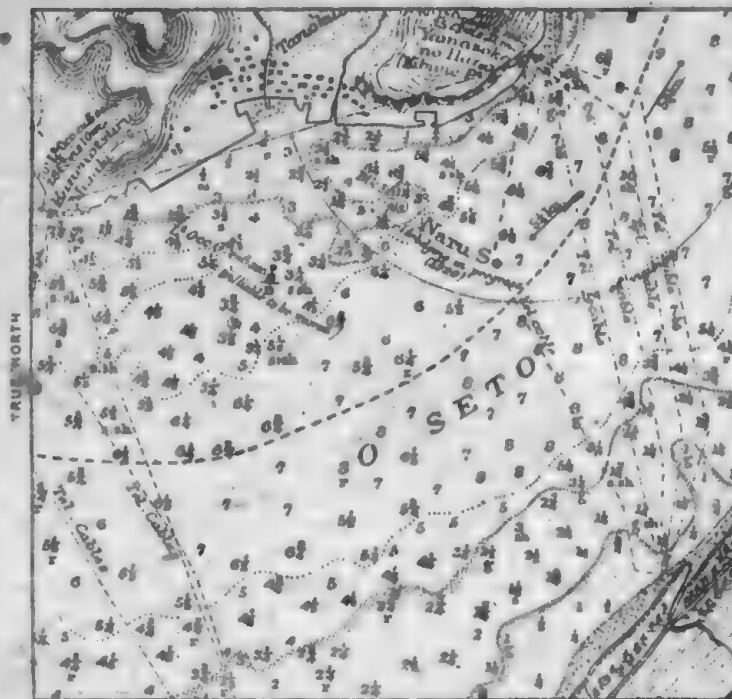
*Details.*—The accompanying reproduction of portions of charts No. 1578 and 532 shows the necessary corrections to those charts with regard to new positions of telegraph cables across *O seto*.

*Charts affected.*—No. 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

*Publication.*—Japan Pilot, 1914, page 578; Supplement No. 5, 1921.

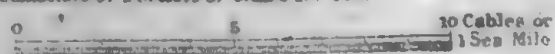
*Authority.*—Tokyo Notice No. 113 of 1921. (H. 3302/21.)



Reproduction of Portion of Chart No. 1578.



Reproduction of Portion of Chart No. 532.



## MADAGASCAR, WEST COAST—MORONDAVA APPROACH.

*Cordeliere Bank—Breakers reported.*

*No. 376 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1442 of 1921), are republished:—

*Position.*—Lat.  $20^{\circ} 07' S.$ , long.  $44^{\circ} 08' E.$  (*approx.*).

*Details.*—Heavy breakers have been observed on Cordeliere bank during a moderate south-westerly swell, indicating the probable existence of a depth less than that shown on the charts.

*Note.*—The note "*Less water rep<sup>d</sup> (1921) (Breaks)*" is to be placed against the bank on the charts.

*Remarks.*—The depth on this bank is incorrectly shown on chart No. 597 as 9 fathoms; this is to be corrected to  $5\frac{1}{2}$  fathoms.

*Charts affected.*—No. 759a, Cape St. Andrew to Bevato island.

„ 597, Delagoa bay to Cape Guardafui.

*Publication.*—South Indian Ocean Pilot, 1911, page 432.

*Authority.*—Captain W. Harris, Master of the SS. *Claire Malcolm*. (H. 4385/21.)

## EASTERN ARCHIPELAGO—STRAIT OF MAKASSAR.

*Dewakang Besar—Light established.*

*No. 377 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1443 of 1921), are republished:—

*Position.*—On the northern extremity of Dewakang besar.

Lat.  $5^{\circ} 24' 10'' S.$ , long.  $118^{\circ} 25' 15'' E.$ , on chart No. 2637.

*Abridged description.*—Lt. Fl. ev. 3 sec., 107 ft., vis. 15 m.

*Characteristics:*

*Character.*—Flashing white every three seconds, thus:

Flash,	eclipse.
1 sec.	2 sec.

*Elevation.*—107 feet ( $32^m6$ ).

*Visibility.*—15-miles.

*Structure.*—White iron framework, 98 feet ( $29^m9$ ) in height.

*Charts affected.*—No. 2637, South part of the Strait of Makassar.

„ 941b, Eastern archipelago—sheet 2.

„ 1263, China sea.

„ 2759a, Australia—northern portion.

*Publications.*—List of Lights, Part VI, 1921, No. 1009a.

Eastern Archipelago Pilot, Part II, 1913, page 380.

*Authority.*—Hague Notices Nos. 1364, 1422 of 1921. (H. 457<sup>f</sup> and 4739/21.)



## EASTERN ARCHIPELAGO—BASILAN ISLAND.

*Maluso Bay—Amendment to chart with regard to rocks and shoals.*

*No. 378 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1444 of 1921), are republished?—

*Position.*—Great Govenen island, lat.  $6^{\circ} 33' N.$  long.  $121^{\circ} 52' E.$  (approx.).

*Details.*—The accompanying reproduction of a portion of the plan of Maluso bay on chart No. 927 shows the necessary corrections to that plan with regard to rocks and shoals.

*Note.*—The name "Maluso" has hitherto been spelt "Malusa" in the Admiralty publications, which are to be corrected as necessary.

*Chart affected.*—No. 927, Plan of Maluso bay.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, page 250.

*Authority.*—U. S. A. Government Chart. (H. 4450/21.).



Reproduction of Portion of Chart No. 927.

## SOUTH AFRICA—ALGOA BAY.

*Port Elizabeth—Alteration in character of light.*

*No. 379 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1446 of 1921), are republished:—

*Position.*—Close south-eastward of Lady Donkin's monument.  
Lat.  $33^{\circ} 58' S.$ , long.  $25^{\circ} 37' E.$  (approx.).

*New abridged description.*—Lt. Fl. ev. 10 sec., Red & White, 225 ft., vis. 21 m.

*Alteration.*—The character of the light has been altered from occulting red and white to *flashing*, with red and white sectors, every 10 seconds, thus :

Flash	eclipse
2 sec.	8 sec.

*Remarks.*—The visibility of the light, which is 21 miles, is incorrectly shown as 12 miles on the plan of Port Elizabeth on chart No. 641, which is to be corrected accordingly.

*Note.*—In other respects the light is unaltered.

*Charts affected.*—No. 641, Port Elizabeth, with plan.

„ 642, Algoa bay.

„ 2085, Cape St. Francis to Waterloo bay.

„ 2095, Hondeklip bay to Port Natal.

*Publications.*—List of Lights, Part VI, 1921, No. 25.

Africa Pilot, Part III, 1915, page 120.; Supplement No. 5, 1921.

*Authority.*—South African Railways and Harbours Notice No. 538 of 1921. (H. 4642/21.)

#### NEW ZEALAND—NORTH ISLAND, EAST COAST.

##### *Bay of Plenty—Existence of wreck.*

*No. 380 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1454 of 1921), are republished:—

*Position.*—At a distance of about 2 miles south-westward from the largest of the Rurima rocks.

Lat. 37° 51' 00" S., long. 176° 50' 10" E.

*Description.*—Sunken wreck of the SS. *Tasman*, with the main truck reported visible at low water.

*Charts affected.*—No. 3436, Plate island to Cape Runaway.

„ 2527, Mayor island to Poverty bay.

*Authority.*—Wellington Notice No. 25 of 1921. (H. 4874/21.)

#### BAY OF BENGAL—CHITTAGONG COAST.

*Chittagong (Karnafuli) river—Alterations of buoys over Outer Bar.*

*No. 381-I (third publication).*—

*Subjects.*—(i) A new 3rd class black can buoy has been placed in the following position:—

*Position.*—Patenga beacon—22° 50' (N. 22° 15' E. Mag.).

Middle red buoy—93° 35' (S. 87° E. Mag.).

(ii) Patenga middle black buoy has been moved 319° 20' (N. 41° 15' W. Mag.) 220 feet.

*Variation.*—0° 35' E.

*Chart affected.*—No. 84, Chittagong (Karnafuli) river.

*Publication.*—Bay of Bengal Pilot, 1910, page 322.

*Authority.*—Port Officer, Chittagong, Notice dated 24th September 1921.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,

Port Officer of Calcutta.



# The Calcutta Gazette

WEDNESDAY, NOVEMBER 2, 1921.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,  
*Port Officer of Calcutta.*

A. MARR,  
*Secretary to the Government of Bengal,  
Marine Department.*

CALCUTTA, the 21st October 1921.

### CHINA SEA.

*Gaspar Strait, Northern Approach—Rock reported.*

No. 391 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1505 of 1921), are republished:—

*Position (approximate).*—At a distance of about 46 miles northward of Langkua island light, in the position of the 10-fathom shoal shown on the charts.

Lat.  $1^{\circ} 47' 30''$  S., long.  $107^{\circ} 31' 00''$  E.

*Remarks.*—The SS. *Riojun Maru* reports having struck a rock in the above position.

*Note.*—The symbol for a rock with a depth of less than 6 feet, with the note "*Reported (1921)*," is to be substituted on the charts for the 10-fathom shoal.

*Charts affected.*—No. 2149, Banka and Gaspar straits.

" 941a, Eastern archipelago—sheet 1.

" 1263, China sea.

*Publication.*—China Sea Pilot, Vol. II, 1915, page 185.

*Authority.*—Melbourne Notice No. 4 of 1921. (*H. 4943-21.*)

AFRICA, EAST COAST—TANGANYIKA TERRITORY, DAR ES SALAAM  
APPROACH.*Daphne Reef—Alteration in Description of Buoy.*

No. 392 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1511 of 1921), are republished:—

*Position*.—At the south-eastern end of outer Daphne reef.

Lat.  $6^{\circ} 46' S.$ , long.  $39^{\circ} 19' E.$  (*approx.*).

*Alteration*.—The red and white spar buoy has been replaced by a conical buoy painted in black and white horizontal bands.

*Charts affected*.—No. 674, Dar es Salaam and adjoining anchorages.  
 „ 640a, Pangani to Ras Kimbiji—southern sheet.  
 „ 662, Kilwa point to Zanzibar channel.

*Publication*.—Africa Pilot, Part III, 1915, page 374; Supplement No. 5, 1921.

*Authority*.—The Chief Secretary, Dar es Salaam. (H. 4992-21.)

## SUMATRA—EAST COAST.

*Rhio Strait—Alterations in Buoyage.*

No. 393 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1512 of 1921), are republished:—

## 1. Light-buoy established in place of beacon:

*Position*.—At a distance of about 4 cables westward of Batu Hitam in the position of the beacon which it replaces.  
 Lat.  $0^{\circ} 54' 24'' N.$ , long.  $104^{\circ} 26' 02'' E.$

*Description*.—A light-buoy, painted black, exhibiting a *flashing white light*.

## 2. Buoy established; buoys withdrawn:

## (a) Buoy established:

*Position*.—On the southern side of Isobella shoal.  
 Lat.  $0^{\circ} 57' 20'' N.$ , long.  $104^{\circ} 15' 30'' E.$

*Description*.—A black can buoy.

## (b) Buoys withdrawn:

*Details*.—The black can buoys with conical topmarks, formerly marking the eastern and western ends of Isabella shoal, have been withdrawn.

## 3. Topmarks of buoys removed:

*Details*.—The topmarks of the following buoys have been removed and are to be expunged from the charts:—

- (a) Chemara bank buoy, lat.  $0^{\circ} 54' N.$ , long.  $104^{\circ} 14' E.$  (*approx.*).
- (b) Malang Orang (Karang Passo) buoy, lat.  $1^{\circ} 08' N.$ , long.  $104^{\circ} 10' E.$  (*approx.*).
- (c) Pan reef buoy, lat.  $1^{\circ} 09' N.$ , long.  $104^{\circ} 11' E.$  (*approx.*).

*Charts affected*.—No. 2413, Rhio strait.

„ 2403, Singapore strait. 3 (b), (c).

„ 2757, Banka strait to Singapore. 2, 3.

*Publication*.—China Sea Pilot, Vol. II, 1915, pages 266, 269, 270, 278, 281.

*Authority*.—Hague Notices Nos. 1901 and 1902 of 1921. (H. 6729-20.)

## PERSIAN GULF.

*Shatt al Arab Light-Vessel—Temporarily withdrawn.*

*No. 394 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 108M. of 1921), are republished:—

*Position.*—Lat.  $29^{\circ} 44\frac{1}{2}'$  N., long.  $48^{\circ} 48\frac{1}{2}'$  E.

*Details.*—The Shatt al Arab Light-Vessel will be temporarily removed from her station on or about 25th October 1921 (weather permitting) for repairs.

*Charts temporarily affected.*—No. 1253, Shatt al Arab, Outer Bar to Fao.

„ 1235, Mouth of the Euphrates.

*Authority.*—The Commanding Officer, R.I.M.S. "Nearchus," Bushire dated 9th September 1921.

## ARABIA—GULF OF ADEN, NORTH COAST.

*Aden Harbour—Information with regard to the re-establishment of "Magnetic Observation Spot."*

*No. 395 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 109M. of 1921), are republished:—

*Position.*—On the Maritime plain, about  $2\frac{1}{2}$  miles N. N. W. of the Prince of Wales Pier at Steamer Point.

*True bearings:—*

(1) Wireless Masts to E (these 3 masts appear as 1) ...	...	$274^{\circ} 29'$
(2) Signal Staff on Shum Shum ...	...	$323^{\circ} 55'$
(3) Clock Tower at Steamer Point ...	...	$344^{\circ} 51'$
(4) Signal Staff at Steamer Point ...	...	$351^{\circ} 40'$
(5) Minaret at Shaikh Othman ...	...	$210^{\circ} 40'$

Lat.  $12^{\circ} 49' 45''$  N., long.  $44^{\circ} 58' 15''$  E.

*Marking.*—A6" X6" X24" Concrete block was buried in the sand, its top face projecting 6" above surface.

*Date Established.*—23rd September 1921.

## MAGNETIC—ELEMENTS.

Magnetic Variation to Chart surveyed in 1906 is ...	...	$1^{\circ} 38' \text{ W.}$
Declination ...	...	$00^{\circ} - 04' \text{ W.}$
Inclination ...	...	$07^{\circ} - 59' \text{ N.}$
Annual Variation Decreasing ...	...	$6.3'$
Horizontal Force ...	...	3532.

*Chart affected.*—No. 7, Aden Harbour and Approaches.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1921, page 35.

*Authority.*—The Department of Terrestrial Magnetism, 'Carnegie Institution of Washington D.C.U.S.A.

## AUSTRALIA—WEST COAST.

*Point Moore Light—To be replaced by Temporary Light.*

*No. 396 (first publication).*—

*Subject.*—The Flashing White Light on Point Moore will be temporarily discontinued, and that a Flashing White Light of low power, of the undermentioned description, will be exhibited in its place, from about 15th November to 30th November 1921.

*Position.*—Lat.  $28^{\circ} 47\frac{1}{2}'$  S., long.  $114^{\circ} 35'$  E. on Chart No. 1725.

*Details.*—During the above period the existing Flashing White Light will be discontinued pending repairs to the lantern, and replaced by a Temporary Light exhibited from the existing lantern and having the undermentioned character:

*Character.*—*Flashing White Light* every forty seconds, thus:

Flash	Eclipse
1 sec.	39 secs.

*Remarks.*—The Temporary Light will have a power of 1,500 candles and a visibility of 12 miles.

*Note.*—No further notice will be given.

*Charts temporarily affected.*—No. 1725, Plan of Champion Bay.

„ 1723, The Houtman Rocks.

„ 1056, Cape Cuvier to Champion Bay.

„ 1033, Champion Bay to Cape Naturaliste.

„ 2759b, Australia, Southern portion.

„ 748a, Indian Ocean, Southern portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1921, No. 2259.

Australia Pilot, Vol. V, 1914, page 334.

*Authority.*—Melbourne Notice No. 19 of 1921.

#### AUSTRALIA—EAST COAST, NORTHUMBERLAND ISLANDS.

*High Peak Island—Light established.*

*No. 397 (first publication).*—

*Former Notice.*—No. 315 of 1920.

*Subject.*—The Flashing White Light (U) on the summit of the islet off High Peak Island has been established.

*Position.*—On the summit of the islet, close to eastern extreme of High Peak Island.

Lat.  $21^{\circ} 57'$  S., long.  $150^{\circ} 42\frac{1}{2}'$  E.; on Chart No. 808.

*Details.*—

*Character.*—*Flashing White Light*, every five seconds, thus:

Flash	Eclipse
$\frac{1}{2}$ sec.	$4\frac{1}{2}$ secs.

*Elevation.*—208 feet.

*Visibility.*—20 miles, from  $110^{\circ}$  (S.  $78^{\circ}$  E. Mag.) through South to  $37^{\circ}$  (N.  $29^{\circ}$  E. Mag.); obscured elsewhere by High Peak Island and adjacent islands.

*Power.*—5,000 candles.

*Structure.*—Square concrete house with white lantern, 22 feet in height.

*Remarks.*—The light is unwatched.

*Note.*—No further notice will be given.



*Charts affected.*—No. 808, Approaches to Shoalwater Bay.  
 „ 346, Keppel Isles to Percy Isles.  
 „ 2763, Coral Sea and Great Barrier Reefs, sheet 1.  
 „ 780, Pacific Ocean, south-west sheet.  
 „ 2759a, Australia, northern portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1921, No. 2681.

Australia Pilot, Vol. IV, 1917, page 98.

*Authority.*—Melbourne notice No. 20 of 1921.

#### AUSTRALIA—EAST COAST.

*Brook Islands (South Island)—Light established.*

*No. 398 (first publication).*—

*Former Notice.*—No. 128 of 1921

*Subject.*—The Group Flashing White Light (U) on South Brook Island has been established.

*Position.*—On the summit of South Brook Island.

Lat.  $18^{\circ} 09\frac{1}{2}'$  S., long.  $146^{\circ} 18\frac{1}{2}'$  E.; on Chart No. 2349.

*Details.*—

*Character.*—Group Flashing White Light, showing four flashes every twelve seconds, thus:

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$\frac{7}{8}$ secs.

*Elevation.*—165 feet.

*Visibility.*—18 miles. Visible all round the horizon, except where obscured by North Brook Island, from approximately  $122^{\circ}$  (S.  $65^{\circ}$  E. Mag.) to  $132^{\circ}$  (S.  $55^{\circ}$  E. Mag.)

*Power.*—3,000 candles.

*Structure.*—Red frame-work tower, 54 feet in height.

*Remarks.*—The light is unwatched.

*Note.*—No further notice will be given.

*Charts affected.*—No. 2349, Magnetic Island to Double Point.

„ 2763, Coral Sea and Great Barrier Reefs, sheet 1.

„ 2759a, Australia, northern portion.

„ 780, Pacific Ocean, south-west sheet.

*Publications.*—List of Lights and Time Signals, Part VI, 1921, No. 2716a.

Australia Pilot, Vol. IV, 1917, page 182.

*Authority.*—Melbourne notice No. 21 of 1921.

The 13th October 1921.

#### AUSTRALIA—NEW SOUTH WALES.

*Montagu Island (Barunguba)—Amendments to Charts.*

*No. 385 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1461 of 1921), are republished:—

*Position.*—Montagu island lighthouse, lat.  $36^{\circ} 15'$  S., long.  $150^{\circ} 15'$  E. (approx.).

*Details.*—The accompanying reproduction of portions of charts Nos. 1017 and 1018 shows the necessary corrections to those charts with regard to the coastline of Montagu island, and the rocks and depths in the vicinity, as revealed by a recent survey.

*Remarks.*—It will be seen from the reproduction that no trace was found of the 2½-fathom shoal marked "(P.D.)" south-eastward of Montagu island. This shoal is to be expunged from chart No. 1211.

*Charts affected.*—No. 1017, Gabo island to Montagu island.

„ 1018, Montagu island to Beecroft head.

„ 1211, Gabo island to Port Jackson.

*Publication.*—Australia Pilot, Vol. II, 1918, pages 447, 448; Supplement No. 2, 1920.

*Authority.*—Public Works Department, Sydney. (H. 4196-21.)



Reproduction of Portion of Chart No. 1017.



Reproduction of Portion of Chart No. 1018.

NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

*Kusaie (Ualan Island), Chabrol Harbour—Amended Positions of Beacons.*

*No. 386 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1462 of 1921), are republished:—

*Former Notice.*—No. 1308 of 1921. (*This Office No. 348 of 1921.*)

*Position.*—Chabrol harbour entrance, lat.  $5^{\circ} 20' N.$ , long.  $163^{\circ} 01' E.$  (*approx.*).

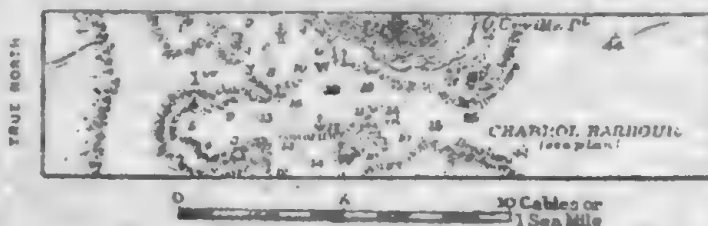
*Details.*—The accompanying reproduction of portions of chart No. 978 and the inset plan of Chabrol harbour shows the necessary corrections to that chart with regard to the positions of beacons.

*Chart affected.*—No. 978, Kusaie or Ualan island, with plan of Chabrol harbour.

*Publications.*—Pacific Islands Pilot, Vol. I, 1908, pages 398, 399.

Pacific Islands Pilot, Vol. I, 1921 (*in press*).

*Authority.*—Tokyo Notice No. 142 of 1920. (*H. 6073-20.*)



# ATLANTIC AND INDIAN OCEANS, AND AFRICA—WEST AND EAST COASTS.

## W-T Stations discontinued.

No. 387 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1473 of 1921), are republished:—

(1) The undermentioned Admiralty W-T stations have been permanently discontinued:—

Station.	Position.
(a) Bathurst ...	Lat. 13° 29' N., long. 16° 40' W. ( <i>approx.</i> ).
(b) Seychelles ...	„ 4° 36' S., „ 55° 26' E. „
(c) Falkland islands (Stanley) ...	„ 51° 41' S., „ 57° 49' W. „

Remarks.—The above stations are to be expunged from the charts.

(2) The undermentioned Admiralty W-T stations have been temporarily discontinued:—

Station.	Position.
(a) Ascension island	Lat. 7° 56' S., long. 14° 24' W. ( <i>approx.</i> ).
(b) Port Nolloth ...	„ 29° 15' S., „ 16° 53' E. „
(c) Durban (Jacobs) ...	„ 29° 53' S., „ 31° 04' E. „
(d) Mauritius ...	„ 20° 10' S., „ 57° 35' E. „

Note.—The note “Temporarily discontinued, 1921” is to be inserted against the above stations which are shown on the charts.

Charts affected.—No. 2060a, North Atlantic ocean—eastern portion (1) (a).  
 „ 2202a, South Atlantic ocean—eastern portion (2) (a).  
 „ 2202b, South Atlantic ocean—western portion (1) (c).  
 „ 748a, Indian ocean—southern portion. (2) (d).  
 „ 748b, Indian ocean—northern portion. (1) (b).  
 „ 3778, Telegraph chart of The World—sheet 1. (1) (a) and (c) and (2) (a).  
 „ 3779, Telegraph chart of The World—sheet 2. (1) (b) and (2) (d).

Publication.—South America Pilot, Part I, 1911, page 538; Supplement No. 5, 1920.

Authority.—The Lords Commissioners of the Admiralty. (H. 4588-21.)

## GULF OF ADEN.

### Aden, Inner Harbour—Light-buoys to be established.

No. 388 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1475 of 1921), are republished:—

Date of establishment.—Not stated.

(1) *Position*.—At a distance of about 3½ cables northward of Flint Island.

Lat. 12° 48' N., long. 44° 59' E. (*approx.*).

*Description*.—A black can light-buoy numbered "5" exhibiting a *fixed green* light.

(2) *Position*.—At a distance of about 1½ cables north-westward of the clock tower.

*Description*.—A red conical light-buoy numbered "4" exhibiting a *fixed red* light.

*Remarks*.—Further notice will be given when the light-buoys have been established.

*Charts temporarily affected*.—No. 3660, Aden harbour.

" 7, Aden harbour and approaches.

*Publications*.—Red Sea, &c., Pilot, 1909, page 406.

Red Sea, &c., Pilot, 1921 (*in press*).

*Authority*.—Port Officer, Aden. (H. 4872-21.)

#### ARABIAN SEA.

*Derelict reported.*

No. 389 (*second publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 107M. of 1921), are republished :—

*Details*.—The Master of the SS. "Karapora" reports having passed a derelict of dhaw, bottom up in the following position.

*Position*.—Lat. 13° 55' N.

Long. 63° 05' E.

*Caution*.—The Mariners are hereby warned accordingly.

*Charts temporarily affected*.—No. 1012, Arabian Sea.

" 748B., Indian Ocean, Northern portion.

*Authority*.—The Port Officer, Bombay, dated 26th September 1921.

#### BAY OF BENGAL—BURMA COAST.

No. 390 (*second publication*).—

*Caution*.—Wreckage sighted off Alguada lighthouse.

*Subject*.—The Master of the SS. "Elephanta" reports having sighted, on the 9th instant, a mast six feet above water apparently attached to the wreckage, 10 miles S. 60° E. from Alguada lighthouse.

*Charts affected*.—No. 70, Bay of Bengal.

" 829, Cocanada to Bassein river.

" 830, Bassein river to Pulo Penang.

" 823, Koronge Island to White Point.

*Authority*.—Principal Port Officer, Burma, Rangoon, telegram dated 10th October 1921.

*The 5th October 1921.*

# ARABIAN SEA.

## *Derelict reported.*

*No. 382 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 105M. of 1921), are republished :—

*Details.*—The Master of the SS. "Jeddha" reports having passed a ship's life-boat abandoned in the following position.

It is further reported that the Master steamed close alongside this life-boat, no ship's name was painted on it, and nothing was inside it, except oars and sails. The boat may possibly be a boat from the Japanese-steamer ashore on Cape Guardafui.

*Position.*—Lat. 22° 02' N., long. 62° 47' E.

*Caution.*—Mariners are hereby warned accordingly.

*Charts temporarily affected.*—No. 1012. Arabian Sea.

„ 748B, Indian Ocean, Northern portion.

*Authority.*—The Port Officer, Bombay, dated 12th September 1921.

# GULF OF ADEN—JIBUTI, NORTHERN APPROACH.

## *Mashah Islands—Information with regard to buoyage.*

(1) *Mashah Island—Reef-buoy north-westward of, disappeared.*

(2) *Maskali Island—Buoy south-westward of, re-established.*

*No 383 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 106M. of 1921), are republished :—

(1) *Mashah Island.*

*Position.*—At a distance of about 2½ mile 287° from Mashah Island light-house.

Lat. 11° 43½' N., long. 43° 10½' E.

*Details.*—The black buoy in the above position either has sunk or has been removed.

(2) *Maskali Island.*

*Former Admiralty Notice*—No. 1935 of 1920. (*This office No 15 of 1921.*)

*Position.*—At a distance of about 4½ miles 243° from Mashah Island light-house.

Lat. 11° 41' N., long. 43° 09½' E.



*Details.*—The black can buoy on the western end of the detached reef, south-westward of Maskali Island, which was removed, *vide* Notice to Mariners quoted above, has been replaced in the above position and now lies on top of the shoal about 2½ cables inside the outer edge.

*Note.*—This buoy must be given a berth of at least half a mile to port to enable vessels to clear the shoal.

*Charts affected.*—No. 253, Jebel Jan to Shab Kulangarit.  
„ 8e, Red Sea—sheet 5.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1909, page 427.

*Authority.*—The Port Officer, Aden, dated 8th September 1921.

#### INDIA—WEST COAST.

##### *Alleppey anchorage.*

*No. 384 (third publication).*—The Principal Port Officer, Alleppey, has given Notice dated the 2nd September 1921 that vessels anchoring in the Alleppey Roadstead should take up a berth southward of the Pier with the flagstaff bearing about E. N. E., and as close in shore as possible, in order to obtain a quick despatch.

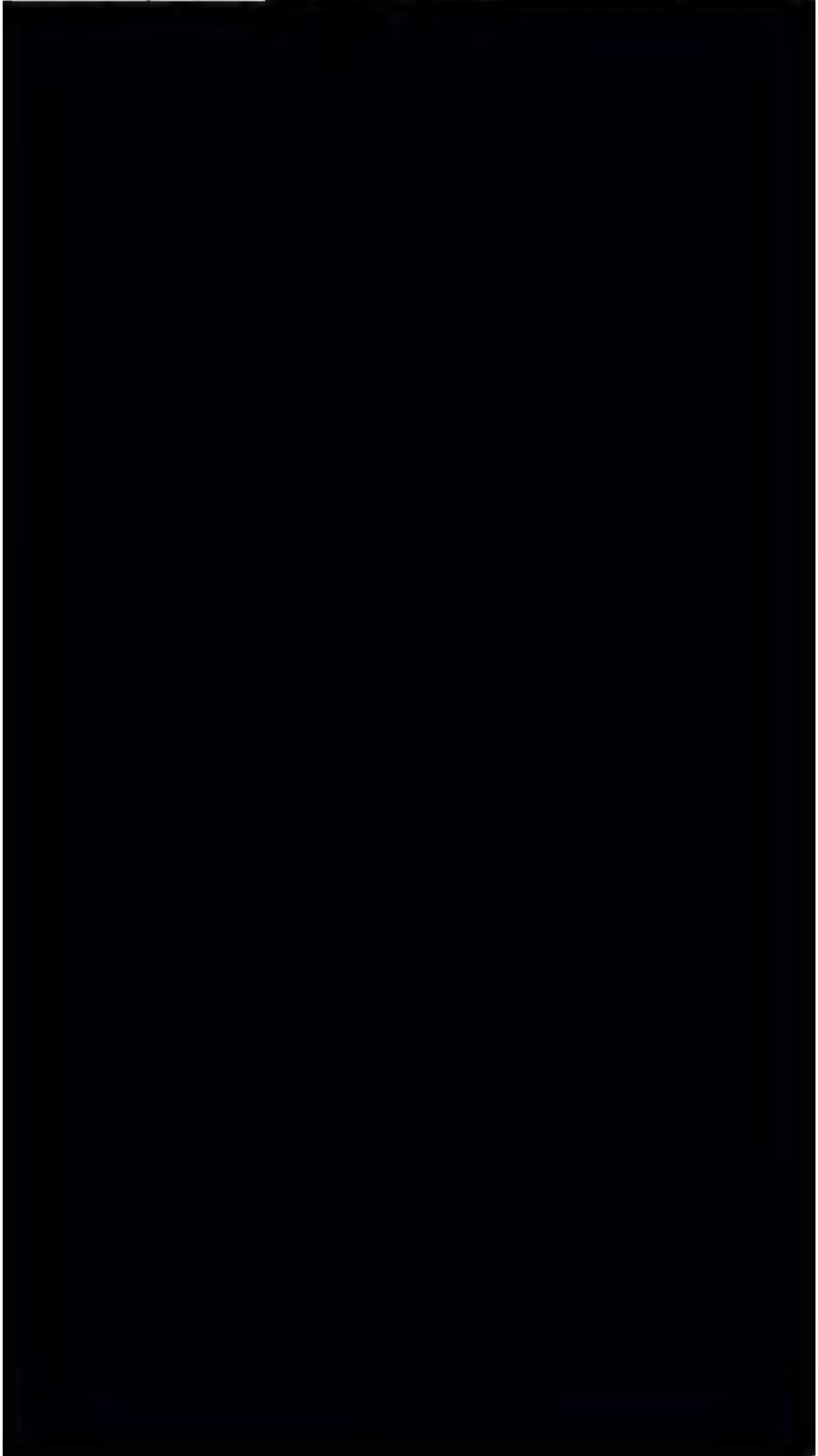
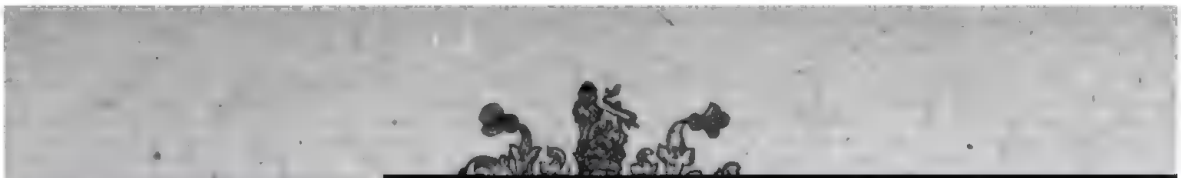
The littoral current, close in shore, sets to the southward, sometimes as strongly as two knots when a strong sea breeze is blowing with a flood tide, making it very difficult for cargo boats to reach steamers anchored in the Roads. Occasionally a return set to the north is experienced, but it is usually very feeble and of a short duration. The prevailing winds are from the W. N. W.

The bottom shoals gradually, and the depth of water in which to anchor should be decided according to the soundings obtained.

A mud-bank forms occasionally in the vicinity of the Pier, stretching along the coast for a few miles, giving perfectly smooth water, and exists on the date of this notice; caution is therefore necessary in approaching the shore.

The mud-bank may shift to the southward, or disappear altogether, at any time.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,  
*Port Officer of Calcutta.*



*Charts affected.*—No. 823, Koronge island to White point.

„ 830, Bassein river to Pulo Penang.

„ 70, Bay of Bengal.

*Publication.*—Bay of Bengal Pilot, 1910, pages 451, 452, 453.

*Authority.*—French Hydrographer and Paris Notice No. 2332 of 1920. (H. 9119-20.)

#### MALACCA STRAIT—PERAK RIVER APPROACH, SEMBILAN ISLANDS.

##### *White Rock—Light established.*

*No. 400 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1543 of 1921), are republished :—

*Position.*—On White rock, situated at a distance of about  $1\frac{1}{4}$  miles north-westward of Pulo Buluh summit.

Lat.  $4^{\circ} 00' N.$ , long.  $100^{\circ} 30' E.$  (approx.).

*Abridged description.*—Lt. Gp. Fl. (2) ev. 34 sec., 50 ft., vis. 10 m.

*Characteristics:* *SWISH IN PT. DITTO*

*Character.*—Group flashing white showing two flashes every thirty-four seconds, thus :

Flash,	eclipse,	flash,	eclipse.
4 sec.	4 sec.	4 sec.	22 sec.

*Elevation.*—50 feet ( $15^m 2$ ).

*Visibility.*—10 miles.

*Structure.*—Iron structure on concrete base.

*Charts affected.*—No. 1009, Approaches to Perak river.

„ 794, Pulo Berhala to Cape Rachado.

„ 793, Butang group to Pulo Berhala.

„ 1355, Malacca strait.

„ 2760, Acheh head to Chingkuk bay.

*Publications.*—List of Lights, Part VI, 1921, No. 750a.

China Sea Pilot, Vol. I, 1916, page 204.

*Authority.*—Harbour Master, Port Swettenham. (H. 4843-21.)

#### PERSIAN GULF.

##### *Shatt-al-Arab, Outer Bar—Alteration in position of Buoys.*

*No. 401 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 111M. of 1921), are republished :—

*Date of Alteration.*—On or about 4th October 1921.

(1) *Amended position of black can buoys.*

(a) No. 3<sup>rd</sup> black can buoy. At a distance of  $\frac{3}{4}$  Cable,  $90^{\circ}$ , from the present position.

(b) No. 4 black can buoy. At a distance of  $\frac{1}{4}$  Cable,  $90^{\circ}$ , from the present position.

(c) No. 5 black can buoy. At a distance of  $\frac{1}{2}$  Cable,  $90^\circ$ , from the present position.

(d) No. 6 black can buoy. At a distance of  $1\frac{1}{10}$  Cables,  $90^\circ$ , from the present position.

*Note.*—The note "reported missing 1920" against the black buoy No. 4, should be expunged.

*Remarks.*—The above buoys in their new position, will be in transit  $335^\circ$ , with No. 2 black can buoy.

(2) *Inner green gas buoy amended position.*

*Position.*—At a distance of 5 Cables,  $90^\circ$ , from the present position.

Lat.  $29^\circ 53\frac{1}{2}'$  N., long.  $48^\circ 39\frac{1}{2}'$  E.

*Details.*—The Inner gas buoy exhibiting a flashing green light has been moved to the above position and it will mark the Eastern or starboard hand side of the channel.

*Charts affected.*—No. 1253, Shatt-al-Arab. Outer Bar to Fao.

„ 1235, Mouth of the Euphrates.

*Publications.*—Persian Gulf Pilot, 1915, page 281, Supplement No. 6, 1921.

Indian List of Lights, 40th issue, 1921, No. 30.

*Authority.*—The Port Officer, Basrah, dated 21st September 1921.

#### INDIA—WEST COAST—KARACHI HARBOUR.

*Manora Point, Breakwater—Light temporarily extinguished.*

No. 402 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 112M. of 1921), are republished:—

*Position.*—At the end of the Manora breakwater.

Lat.  $24^\circ 47'$  N., long.  $66^\circ 59'$  E.

*Details.*—The white occulting light shown from the end of the Manora breakwater at an elevation of 53 feet, will be temporarily extinguished from 17th October 1921, until further notice.

*Charts temporarily affected.*—No. 40, Karachi Harbour.

„ 41, Cape Mouze to Kediwari mouth.

„ 39, Sind and Kutch Coasts.

„ 38, Maskat to Karachi.

„ 826, Karachi to Vengurla.

*Authority.*—The Port Officer, Karachi, Telegram dated 11th October 1921.

#### INDIA—EAST COAST—PAMBAN, NEGAPATAM, CUDDALORE, MASULIPATAM AND BIMLIPATAM.

*Preliminary Notice of alteration of characters of certain Lights.*

No. 403 (first publication).—

*Subject.*—On dates to be hereafter fixed early in 1922, the present occulting characters of Pamban, Negapatam, Cuddalore, Masulipatam and Bimlipatam Lighthouses, will be changed to Flashing characters. Full particulars of the new characters, and date of change, will be given hereafter.

*Authority.*—Presidency Port Officer, Madras, Notice No. 38 of 1921.

## INDIA, WEST—TRAVANCORE COAST, KOLACHEL ANCHORAGE.

*Patna rock, red buoy—Replaced in position.**No. 404 (first publication).—*

With reference to Notice to Mariners No. 133 of 1921 issued by this office, the Principal Port Officer, Travancore, Alleppey, has given further Notice, dated the 21st September 1921, that the Patna rock, red buoy, has been replaced in position.

## INDIA, WEST—TRAVANCORE COAST.

*Entrance to Quilon Inner Anchorage—Buoys replaced in position.**No. 405 (first publication).—*

With reference to this Office Notice to Mariners No. 134 of 1921, the Principal Port Officer, Travancore, Alleppey, has given further Notice, dated 3rd October 1921, that the buoys marking the entrance to the inner anchorage, Quilon, have been replaced in position as follows:—

North (red) buoy bears from the Quilon Flagstaff N.  $59^{\circ}$  E. Mag. distance about  $8\frac{1}{2}$  cables.

South (black) buoy bears from the Quilon Flagstaff N.  $33\frac{1}{2}^{\circ}$  E. Mag. distance about  $9\frac{1}{2}$  cables.

The attention of Mariners is drawn to the note appearing on the chart of the Quilon Roads, inset on sheet XII West Coast of India, with reference to these buoys.

*Note.*—The Flagstaff and the tall red chimney of Messrs. Harrison and Crosfield when in one bears N.  $45\frac{1}{2}^{\circ}$  E. Mag. and leads over the South edge of the  $4\frac{1}{2}$ -fathom patch in the entrance channel. The chimney should be kept open slightly to the South when passing through the channel.

## BAY OF BENGAL, BURMA—GULF OF MARTABAN, RANGOON RIVER APPROACH.

*China Bakir light—Non-exhibition of.**No. 406 (first publication).—*

*Subject.*—From the 1st November 1921 the China Bakir light showing a white fixed and flashing light will cease to be exhibited.

*Position.*—Lat.  $16^{\circ} 17' N.$ , long.  $96^{\circ} 11' E.$

*Charts affected.*—No. 833, Rangoon river and approaches.  
 „ 830, Bassein river to Pulo Penang.  
 „ 823, Koronge island to White point.

*Publications.*—List of Lights, Part VI, 1921, No. 643.

Bay of Bengal Pilot, 1910, page 452.

*Authority.*—Principal Port Officer, Burma, Rangoon, telegrams dated 28th and 29th October 1921.

*The 21st October 1921.*

## CHINA SEA.

*Gaspar Strait, Northern Approach—Rock reported.*

*No. 391 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1505 of 1921), are republished:—

*Position (approximate).*—At a distance of about 46 miles northward of Langkuas island light, in the position of the 10-fathom shoal shown on the charts.

Lat.  $1^{\circ} 47' 30'' S.$ , long.  $107^{\circ} 31' 00'' E.$

*Remarks.*—The SS. *Riojun Maru* reports having struck a rock in the above position.

*Note.*—The symbol for a rock with a depth of less than 6 feet, with the note "*Reported (1921)*," is to be substituted on the charts for the 10-fathom shoal.

*Charts affected.*—No. 2149, Banka and Gaspar straits.

„ 941a, Eastern archipelago—sheet 1.

„ 1263, China sea.

*Publication.*—China Sea Pilot, Vol. II, 1915, page 185.

*Authority.*—Melbourne Notice No. 4 of 1921. (H. 4943-21.)

# AFRICA, EAST COAST—TANGANYIKA TERRITORY, DAR ES SALAAM APPROACH.

## *Daphne Reef—Alteration in Description of Buoy.*

No. 392 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1511 of 1921), are republished:—

*Position.*—At the south-eastern end of outer Daphne reef.

Lat. 6° 46' S., long. 39° 19' E. (*approx.*).

*Alteration.*—The red and white spar buoy has been replaced by a conical buoy painted in black and white horizontal bands.

*Charts affected.*—No. 674, Dar es Salaam and adjoining anchorages.

„ 640a, Pangani to Ras Kimbiji—southern sheet.

„ 662, Kilwa point to Zanzibar channel.

*Publication.*—Africa Pilot, Part III, 1915, page 374; Supplement No. 5, 1921.

*Authority.*—The Chief Secretary, Dar es Salaam. (H. 4992-21.)

# SUMATRA—EAST COAST.

## *Rhio Strait—Alterations in Buoyage.*

No. 393 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1512 of 1921), are republished:—

### 1. Light-buoy established in place of beacon:

*Position.*—At a distance of about 4 cables westward of Batu Hitam in the position of the beacon which it replaces.

Lat. 0° 54' 24" N., long. 104° 26' 02" E.

*Description.*—A light-buoy, painted black, exhibiting a *flashing white light*.

### 2. Buoy established; buoys withdrawn:

#### (a) Buoy established:

*Position.*—On the southern side of Isobella shoal.

Lat. 0° 57' 20" N., long. 104° 15' 30" E.

*Description.*—A black can buoy.

#### (b) Buoys withdrawn:

*Details.*—The black can buoys with conical topmarks, formerly marking the eastern and western ends of Isabella shoal, have been withdrawn.



## 3. Topmarks of buoys removed :

*Details.*—The topmarks of the following buoys have been removed and are to be expunged from the charts :—

- (a) Chemara bank buoy, lat.  $0^{\circ} 54' N.$ , long.  $104^{\circ} 14' E.$  (*approx.*).
- (b) Malang Orang (Karang Passo) buoy, lat.  $1^{\circ} 08' N.$ , long.  $104^{\circ} 10' E.$  (*approx.*).
- (c) Pan reef buoy, lat.  $1^{\circ} 09' N.$ , long.  $104^{\circ} 11' E.$  (*approx.*).

*Charts affected.*—No. 2413, Rhio strait.

„ 2403, Singapore strait. 3 (b), (c).

„ 2757, Banka strait to Singapore. 2, 3.

*Publication.*—China Sea Pilot, Vol. II, 1915, pages 266, 269, 270, 278, 281.

*Authority.*—Hague Notices Nos. 1901 and 1902 of 1921. (*H. 6729-20.*)

## PERSIAN GULF.

*Shatt al Arab Light-Vessel—Temporarily withdrawn.*

*No. 394 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 108M. of 1921), are republished :—

*Position.*—Lat.  $29^{\circ} 44\frac{1}{2}' N.$ , long.  $48^{\circ} 48\frac{1}{2}' E.$

*Details.*—The Shatt al Arab Light-Vessel will be temporarily removed from her station on or about 25th October 1921 (weather permitting) for repairs.

*Charts temporarily affected.*—No. 1253, Shatt al Arab, Outer Bar to Fao.

„ 1235, Mouth of the Euphrates.

*Authority.*—The Commanding Officer, R.I.M.S. "Nearchus," Bushire dated 9th September 1921.

## ARABIA—GULF OF ADEN, NORTH COAST.

*Aden Harbour—Information with regard to the re-establishment of "Magnetic Observation Spot."*

*No. 395 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 109M. of 1921), are republished :—

*Position.*—On the Maritime plain, about  $2\frac{1}{2}$  miles N. N. W. of the Prince of Wales Pier at Steamer Point.

*True bearings:*—

- (1) Wireless Masts to E (these 3 masts appear as 1) ...  $274^{\circ} 29'$
- (2) Signal Staff on Shum Shum ...  $323^{\circ} 55'$
- (3) Clock Tower at Steamer Point ...  $344^{\circ} 51'$
- (4) Signal Staff at Steamer Point ...  $351^{\circ} 40'$
- (5) Minaret at Shaikh Othman ...  $210^{\circ} 40'$

Lat.  $12^{\circ} 49' 45'' N.$ , long.  $44^{\circ} 58' 15'' E.$

*Marking.*—A 6" X 6" X 24" Concrete block was buried in the sand, its top face projecting 6" above surface.

*Date Established.*—23rd September 1921.

## MAGNETIC—ELEMENTS.

Magnetic Variation to Chart surveyed in 1906 is	...	$1^{\circ} 38' W.$
Declination	... ..	$00^{\circ} - 04' W.$
Inclination	... ..	$07^{\circ} - 59' N.$
Annual Variation Decreasing	... ..	6.3'
Horizontal Force	... ..	3532.

*Chart affected.*—No. 7, Aden Harbour and Approaches.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1921, page 35.

*Authority.*—The Department of Terrestrial Magnetism, Cornege Institution of Washington D.C.U.S.A.

# AUSTRALIA—WEST COAST.

*Point Moore Light—To be replaced by Temporary Light.*

*No. 396 (second publication).—*

*Subject.*—The Flashing White Light on Point Moore will be temporarily discontinued, and that a Flashing White Light of low power, of the undermentioned description, will be exhibited in its place, from about 15th November to 30th November 1921.

*Position.*—Lat.  $28^{\circ} 47' S.$ , long.  $114^{\circ} 35' E.$  on Chart No. 1725.

*Details.*—During the above period the existing Flashing White Light will be discontinued pending repairs to the lantern, and replaced by a Temporary Light exhibited from the existing lantern and having the undermentioned character:

*Character.*—*Flashing White Light every forty seconds, thus:*

Flash	Eclipse
1 sec.	39 secs.

*Remarks.*—The Temporary Light will have a power of 1,500 candles and a visibility of 12 miles.

*Note.*—No further notice will be given.

*Charts temporarily affected.*—No. 1725, Plan of Champion Bay.

„ 1723, The Houtman Rocks.

„ 1056, Cape Cuvier to Champion Bay.

„ 1033, Champion Bay to Cape Naturaliste.

„ 2759b, Australia, Southern portion.

„ 748a, Indian Ocean, Southern portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1921, No. 2259.

Australia Pilot, Vol. V, 1914, page 334.

*Authority.*—Melbourne Notice No. 19 of 1921.

# AUSTRALIA—EAST COAST, NORTHUMBERLAND ISLANDS.

*High Peak Island—Light established.*

*No. 397 (second publication).—*

*Former Notice.*—No. 315 of 1920.

*Subject.*—The Flashing White Light (U) on the summit of the islet off High Peak Island has been established.

*Position.*—On the summit of the islet, close to eastern extreme of High Peak Island.

Lat.  $21^{\circ} 57' S.$ , long.  $150^{\circ} 42' E.$ ; on Chart No. 808.

*Details.*—

*Character.*—*Flashing White Light, every five seconds, thus:*

Flash	Eclipse
$\frac{1}{2}$ sec.	$4\frac{1}{2}$ secs.

*Elevation.*—208 feet.

*Visibility.*—20 miles, from  $110^{\circ}$  (S.  $78^{\circ}$  E. Mag.) through South to  $37^{\circ}$  (N.  $29^{\circ}$  E. Mag.); obscured elsewhere by High Peak Island and adjacent islands.

*Power.*—5,000 candles.

*Structure.*—Square concrete house with white lantern, 22 feet in height.

*Remarks.*—The light is unwatched.

*Note.*—No further notice will be given.

*Charts affected.*—No. 808, Approaches to Shoalwater Bay.

„ 346, Keppel Isles to Percy Isles.

„ 2763, Coral Sea and Great Barrier Reefs, sheet 1.

„ 780, Pacific Ocean, south-west sheet.

„ 2759a, Australia, northern portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1921, No. 2681.

Australia Pilot, Vol. IV, 1917, page 98.

*Authority.*—Melbourne notice No. 20 of 1921.

#### AUSTRALIA—EAST COAST.

##### *Brook Islands (South Island)—Light established.*

*No. 398 (second publication).*—

*Former Notice.*—No. 128 of 1921.

*Subject.*—The Group Flashing White Light (U) on South Brook Island has been established.

*Position.*—On the summit of South Brook Island.

Lat.  $18^{\circ} 09\frac{1}{2}'$  S., long.  $146^{\circ} 18\frac{1}{2}'$  E.; on Chart No. 2349.

*Details.*—

*Character.*—Group Flashing White Light, showing four flashes every twelve seconds, thus:

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$\frac{7}{8}$ secs.

*Elevation.*—165 feet.

*Visibility.*—18 miles. Visible all round the horizon, except where obscured by North Brook Island, from approximately  $122^{\circ}$  (S.  $65^{\circ}$  E. Mag.) to  $132^{\circ}$  (S.  $55^{\circ}$  E. Mag.)

*Power.*—3,000 candles.

*Structure.*—Red frame-work tower, 54 feet in height.

*Remarks.*—The light is unwatched.

*Note.*—No further notice will be given.

*Charts affected.*—No. 2349, Magnetic Island to Double Point.

„ 2763, Coral Sea and Great Barrier Reefs, sheet 1.

„ 2759a, Australia, northern portion.

„ 780, Pacific Ocean, south-west sheet.

*Publications.*—List of Lights and Time Signals, Part VI, 1921, No. 2716a.

Australia Pilot, Vol. IV, 1917, page 182.

*Authority.*—Melbourne notice No. 21 of 1921.

*The 13th October 1921.*

#### AUSTRALIA—NEW SOUTH WALES.

##### *Montagu Island (Barunguba)—Amendments to Charts.*

*No. 385 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1461 of 1921), are republished:—

*Position.*—Montagu island lighthouse, lat.  $36^{\circ} 15'$  S., long.  $150^{\circ} 15'$  E. (approx.).

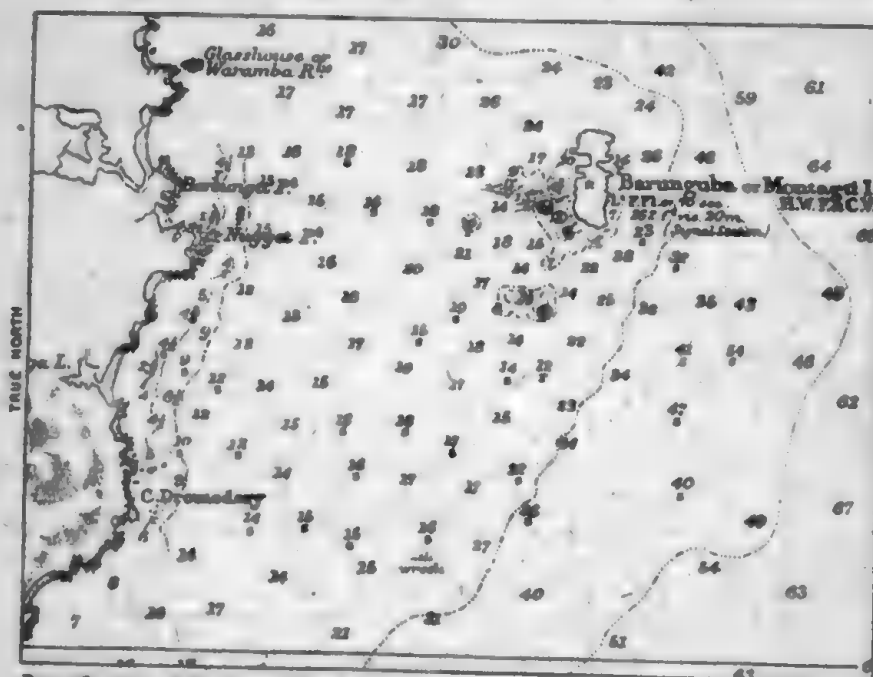
*Details.*—The accompanying reproduction of portions of charts Nos. 1017 and 1018 shows the necessary corrections to those charts with regard to the coastline of Montagu island, and the rocks and depths in the vicinity, as revealed by a recent survey.

*Remarks.*—It will be seen from the reproduction that no trace was found of the 2½-fathom shoal marked “(P.D.)” south-eastward of Montagu island. This shoal is to be expunged from chart No. 1211.

*Charts affected.*—No. 1017, Gabo island to Montagu island.  
 „ 1018, Montagu island to Beecroft head:  
 „ 1211, Gabo island to Port Jackson.

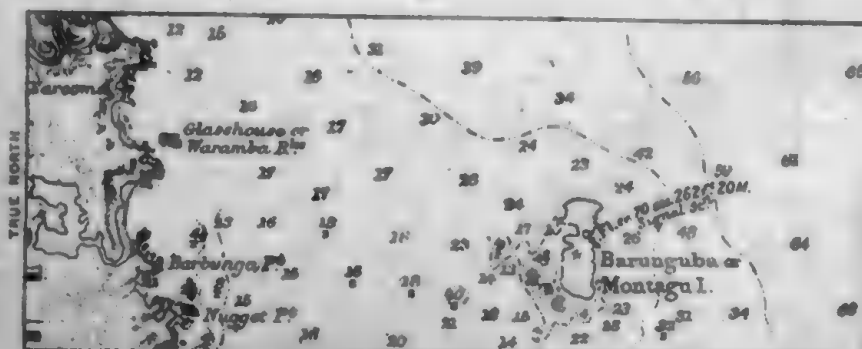
*Publication.*—Australia Pilot, Vol. II, 1918, pages 447, 448; Supplement No. 2, 1920.

*Authority.*—Public Works Department, Sydney. (H. 4196-21.)



Reproduction of Portion of Chart No. 1017.

0 1 2 3 4 5 Sea Miles



Reproduction of Portion of Chart No. 1018.

0 1 2 3 4 5 Sea Miles

NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

*Kusaie (Ualan Island), Chabrol Harbour—Amended Positions of Beacons.*

*No. 386 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1462 of 1921), are republished :—

*Former Notice.*—No. 1308 of 1921. (*This Office' No. 348 of 1921.*)

*Position.*—Chabrol harbour entrance, lat.  $5^{\circ} 20' N.$ , long.  $163^{\circ} 01' E.$  (*approx.*).

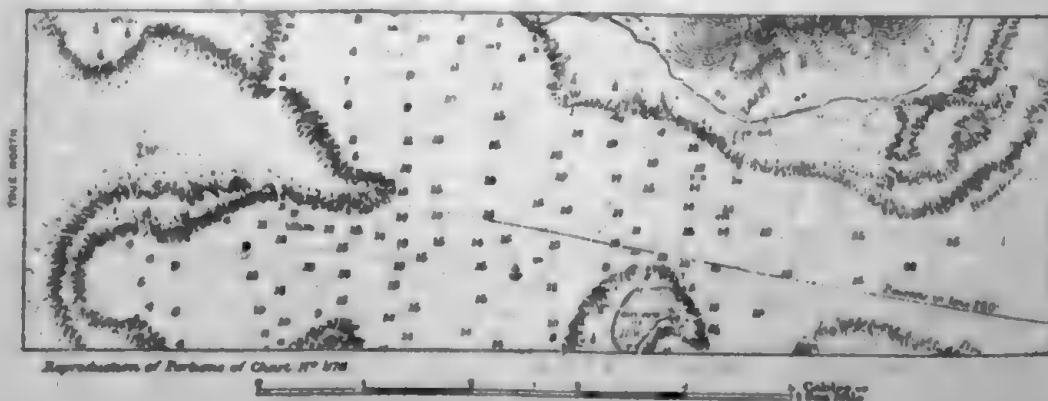
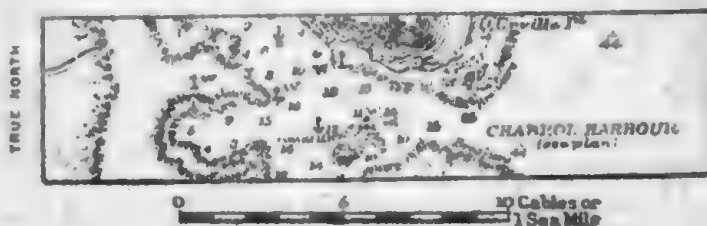
*Details.*—The accompanying reproduction of portions of chart No. 978 and the inset plan of Chabrol harbour shows the necessary corrections to that chart with regard to the positions of beacons.

*Chart affected.*—No. 978, Kusaie or Ualan island, with plan of Chabrol harbour.

*Publications.*—Pacific Islands Pilot, Vol. I, 1908, pages 398, 399.

Pacific Islands Pilot, Vol. I, 1921 (*in press*).

*Authority.*—Tokyo Notice No. 142 of 1920. (*H. 6073-20.*)



## ATLANTIC AND INDIAN OCEANS, AND AFRICA—WEST AND EAST COASTS.

*W-T Stations discontinued.*

No. 387 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1473 of 1921), are republished:—

(1) The undermentioned Admiralty W-T stations have been permanently discontinued:—

Station.	Position.
(a) Bathurst ...	Lat. 13° 29' N., long. 16° 40' W. ( <i>approx.</i> ).
(b) Seychelles ...	" 4° 36' S., " 55° 26' E. "
(c) Falkland islands (Stanley) ...	" 51° 41' S., " 57° 49' W. "

*Remarks.*—The above stations are to be expunged from the charts.

(2) The undermentioned Admiralty W-T stations have been temporarily discontinued:—

Station.	Position.
(a) Ascension island	Lat. 7° 56' S., long. 14° 24' W. ( <i>approx.</i> ).
(b) Port Nolloth ...	" 29° 15' S., " 16° 53' E. "
(c) Durban (Jacobs) ...	" 29° 53' S., " 31° 04' E. "
(d) Mauritius ...	" 20° 10' S., " 57° 35' E. "

*Note*—The note "*Temporarily discontinued, 1921*" is to be inserted against the above stations which are shown on the charts.

*Charts affected.*—No. 2060a, North Atlantic ocean—eastern portion (1) (a).

" 2202a, South Atlantic ocean—eastern portion (2) (a).

" 2202b, South Atlantic ocean—western portion (1) (c).

" 748a, Indian ocean—southern portion. (2) (d).

" 748b, Indian ocean—northern portion. (1) (b).

" 3778, Telegraph chart of The World—sheet 1. (1) (a) and (c) and (2) (a).

" 3779, Telegraph chart of The World—sheet 2. (1) (b) and (2) (d).

*Publication.*—South America Pilot, Part I, 1911, page 538; Supplement No. 5, 1920.

*Authority.*—The Lords Commissioners of the Admiralty. (H. 4588-21.)

## GULF OF ADEN.

*Aden, Inner Harbour—Light-buoys to be established.*

No. 388 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1475 of 1921), are republished:—

*Date of establishment.*—Not stated.



(1) *Position*.—At a distance of about 3½ cables northward of Flint Island.

Lat. 12° 48' N., long. 44° 59' E. (*approx.*).

*Description*.—A black can light-buoy numbered "5" exhibiting a *fixed green* light.

(2) *Position*.—At a distance of about 1½ cables north-westward of the clock tower.

*Description*.—A red conical light-buoy numbered "4" exhibiting a *fixed red* light.

*Remarks*.—Further notice will be given when the light-buoys have been established.

*Charts temporarily affected*.—No. 3660, Aden harbour.

„ 7, Aden harbour and approaches.

*Publications*.—Red Sea, &c., Pilot, 1909, page 406.

Red Sea, &c., Pilot, 1921 (*in press*).

*Authority*.—Port Officer, Aden. (*H. 4872-21.*)

#### ARABIAN SEA.

*Derelict reported.*

*No. 389 (third publication)*.—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 107M. of 1921), are republished :—

*Details*.—The Master of the SS. "Karapora" reports having passed a derelict of dhaw, bottom up in the following position.

*Position*.—Lat. 13° 55' N.

Long. 63° 05' E.

*Caution*.—The Mariners are hereby warned accordingly.

*Charts temporarily affected*.—No. 1012, Arabian Sea.

„ 748B., Indian Ocean, Northern portion.

*Authority*.—The Port Officer, Bombay, dated 26th September 1921.

#### BAY OF BENGAL—BURMA COAST.

*No. 390 (third publication)*.—

*Caution*.—*Wreckage sighted off Alguada lighthouse.*

*Subject*.—The Master of the SS. "Elephanta" reports having sighted, on the 9th instant, a mast six feet above water apparently attached to the wreckage, 10 miles S. 60° E. from Alguada lighthouse.

*Charts affected*.—No. 70, Bay of Bengal.

„ 829, Cocanada to Bassein river.

„ 830, Bassein river to Pulo Penang.

„ 823, Koronge Island to White Point.

*Authority*.—Principal Port Officer, Burma, Rangoon, telegram dated 10th October 1921.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,

*Port Officer of Calcutta.*



# The Calcutta Gazette

WEDNESDAY, NOVEMBER 16, 1921.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,  
*Port Officer of Calcutta.*

A. MARR,  
*Secretary to the Government of Bengal,  
Marine Department.*

CALCUTTA, the 7th November 1921.

### CHINA SEA.

*Gaspar Strait, Northern Approach—Amended Position and Depth  
of Rock; Existence of Wreck.*

No. 407 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1577 of 1921), are republished:—

(1) Amended position and depth of rock:

*Former Notice.*—No. 1505 of 1921. (*This Office No. 391 of 1921.*)

*Position.*—At a distance of about 46 miles northward of Langkuas island light and close north-eastward of the reported position given in the former Notice.

Lat.  $1^{\circ} 46' 12''$  S., long.  $107^{\circ} 31' 30''$  E.

*Details.*—Further information has been received that there is a depth of  $2\frac{1}{2}$  fathoms ( $4^m 1$ ) over this rock.

*Note.*—The position of this rock and the depth are to be amended on the charts, and the 10-fathom shoal formerly shown in lat.  $1^{\circ} 47' 20''$  S., long.  $107^{\circ} 31' 00''$  E., is to be re-inserted.

## (2) Existence of wreck :

*Position.*—At a distance of about 3 miles south-eastward of the 2½-fathom rock referred to above.

Lat.  $1^{\circ} 48' 30''$  S., long.  $107^{\circ} 33' 40''$  E. (*approx.*).

*Description.*—Sunken wreck.

*Charts affected.*—No. 2149, Banka and Gaspar straits.

„ 941a, Eastern archipelago—sheet 1.

„ 1263, China sea (1).

„ 748b, Indian ocean—northern portion. (1).

*Publication.*—China Sea Pilot, Vol. II, 1915, page 185.

*Authority.*—Hague Notice No. 1562 of 1921. (*H. 5373-21.*)

## CELEBES, WEST COAST—MAKASSAR STRAIT.

*Cape Mandar (Tanjong Rangasa) Light—Amended Details.*

No. 408 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1581 of 1921), are republished :—

*Former Notice.*—No. 1134 of 1921. (*This Office No. 309 of 1921.*)

*Position.*—Lat.  $3^{\circ} 34'$  S., long.  $118^{\circ} 56'$  E. (*approx.*).

*New abridged description.*—Lt. Gp. Fl. ev. 10 sec., 308 ft. vis. 24 m.

*Details.*—This group flashing white light has an elevation of 308 feet ( $93^m9$ ) and is visible for a distance of 24 miles; the arc of visibility is from  $258^{\circ}$  through west to  $147^{\circ}$ .

*Charts affected.*—No. 2662, Plan of Majene road and Balangnipa road.

„ 2637, South part of the Strait of Makassar.

„ 941b, Eastern archipelago—sheet II.

*Publications.*—List of Lights, Part VI, 1921, No. 1023.

Eastern Archipelago Pilot, Part II, 1918, page 403.

*Authority.*—Hague Notice No. 1438 of 1921. (*H. 4947-21.*)

## JAPAN—HOKUSHŪ ISLAND.

*Suisho and Go Yo Mai Channels—Existence of Shoals.*

No. 409 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1583 of 1921), are republished :—

## (1) Suisho channel :

(a) *Position.*—At a distance of 3 miles,  $021^{\circ}$ , from the 133-foot  $\blacktriangle$  at the western end of Yuru jima.

Yuru jima 133-ft.  $\blacktriangle$ , lat.  $43^{\circ} 24'$  N., long.  $146^{\circ} 02'$  E. (*approx.*).

*Depth.*— $2\frac{1}{2}$  fathoms ( $4^m6$ ).

(b) *Position.*—At a distance of 1.67 miles,  $325^{\circ}$ , from Yuru jima 133-foot  $\blacktriangle$ .

*Depth.*— $3\frac{1}{2}$  fathoms ( $6^m4$ ).

## (2) Go yo mai channel :

*Position.*—At a distance of 7·44 cables,  $347^{\circ}$ , from Noshap saki light-house.

Lat.  $43^{\circ} 24' N.$ , long.  $145^{\circ} 49' E.$  (*approx.*).

*Depth.*— $2\frac{1}{2}$  fathoms ( $4^m$ 1).

*Charts affected.*—No. 1268, Go yo mai channel.

„ 507, Go yō mai channel to Nemoro kaikyo. (2).

„ 452, Hokushū island. (1) (a).

*Publication.*—Japan Pilot, 1914, pages 731, 732, 734.

*Authority.*—Tokyo Notice No. 248 of 1921. (*H. 5420-21.*)

## SOUTH ATLANTIC AND INDIAN OCEANS.

*W-T Stations discontinued.*

*No. 410 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1597 of 1921), are republished :—

*Former Notice.*—No. 1473 of 1921. (*This Office No. 387 of 1921.*)

(1) The undermentioned Admiralty W-T station has been permanently discontinued :—

Station.

Position.

Mauritius ... Lat.  $20^{\circ} 10' S.$ , long.  $57^{\circ} 35' E.$  (*approx.*).

*Remarks.*—The above station is to be expunged from the charts.

(2) The undermentioned Admiralty W-T station has been temporarily discontinued :—

Station.

Position.

Falkland islands  
(Stanley) ... Lat.  $51^{\circ} 41' S.$ , long.  $57^{\circ} 49' W.$  (*approx.*).

Falkland islands (Stanley) will be permanently discontinued immediately the new colonial station on Falkland islands commences operating.

*Note.*—This station is to be re-inserted on the charts with the note "*Temporarily discontinued, 1921.*"

*Charts affected.*—No. 2202b, South Atlantic ocean—western portion. (2).

„ 748a, Indian ocean—southern portion. (1).

„ 3778, Telegraph chart of The World—sheet 1. (2).

„ 3779, Telegraph chart of The World—sheet 2. (1).

*Publication.*—South America Pilot, Part I, 1911, page 538; Supplement No. 5, 1920.

*Authority.*—The Lords Commissioners of the Admiralty. (*H. 4588-21.*)

## PERSIAN-GULF—KUWAIT HARBOUR.

*Ras-al-Arz (Ardh)—Beacon collapsed.*

*No. 411 (first publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 113M of 1921), are republished:—

*Position.*—Lat.  $29^{\circ} 21' N.$ , long.  $48^{\circ} 06' E.$

*Details.*—The black pyramidal beacon 32 feet high surmounted by a black ball, on the extreme of Ras-al-Arz has collapsed.

*Note.*—A mast with disc has been temporarily erected on the site.

*Remarks.*—The temporary fixed white light visible 7 miles, exhibited from the beacon, has now been placed on the roof of the Care-taker's house 35 yards southward of the ruined beacon.

*Charts affected.*—No. 22, Kuwait Harbour.

„ 2837*b*, Persian Gulf, Western Sheet.

*Publications.*—Persian Gulf Pilot, 1915, page 148, Supplement No. 6, 1921.

Indian List of Lights, 40th issue, 1921, No. 24.

List of Lights, Part VI, 1921, No. 303.

*Authority.*—Resident, Bushire, Telegram, dated 13th October 1921.

## INDIA—WEST COAST.

*Buoys between Alibag and Bhatkal relaid.*

*No. 412 (first publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 114M of 1921), are republished:—

*Former Notice.*—No. 77-M. of 1921. (*This Office No. 160 of 1921.*)

*Details.*—The following buoys, which were withdrawn during the South-West monsoon, were relaid in their respective positions on the date noted against them:—

Alibag Reef Buoy ...	...	8th October 1921.
Ambalgarh Reef Buoy ...	...	26th September 1921.
Malvan-Rajkat Rocks Buoy ...	...	14th „ „
Malvan Harbour Buoy ...	...	11th „ „
Malvan Johnston Castle Rock Buoy ...	...	12th „ „
Malvan Outer Rock Buoy ...	...	23rd „ „
Chaldea Rock Buoy ...	...	24th „ „
Bubra Rock Buoy ...	...	4th October 1921.
Vengurla Harbour South Rock Buoy ...	...	25th September 1921.
Madeshwar Dart Rock Buoy ...	...	22nd „ „
Bhatkal Rock Buoy ...	...	20th „ „

*Authority.*—The Commissioner of Customs, Salt and Excise, Camp via Bombay, dated 17th October 1921.



## RED SEA.

*Telegraph Cable Buoys temporarily established. Caution.*

No. 413 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 115M. of 1921), are republished :—

*Positions.*—(I) Lat.  $29^{\circ} 23' 00''$  N.  
Long.  $32^{\circ} 33' 30''$  E.

(II) Lat.  $29^{\circ} 22' 00''$  N.  
Long.  $32^{\circ} 39' 30''$  E.

(III) Lat.  $28^{\circ} 32' 30''$  N.  
Long.  $33^{\circ} 04' 00''$  E.

(IV) Lat.  $28^{\circ} 29' 00''$  N.  
Long.  $33^{\circ} 13' 30''$  E.

(V) Lat.  $28^{\circ} 16' 00''$  N.  
Long.  $33^{\circ} 31' 00''$  E.

(VI) Lat.  $28^{\circ} 04' 00''$  N.  
Long.  $33^{\circ} 37' 00''$  E.

(VII) Lat.  $27^{\circ} 56' 30''$  N.  
Long.  $33^{\circ} 45' 00''$  E.

*Description.*—All these buoys are surmounted with Staff and Flag over Cage and numbers two to six inclusive are light buoys, exhibiting a flashing white light.

*Caution.*—Vessels navigating in the vicinity of the above buoys are requested to give them a wide berth.

*Note.*—Further notice will be given when the buoys have been withdrawn.

*Charts temporarily affected.*—No. 2838, Strait of Jūbal (VII).

„ 757, Gulf of Suez.

„ 8a, Red Sea—Sheet I.

„ 2523, Red Sea.

*Authority.*—Eastern Telegraph Company, Bombay, dated 17th October 1921.

## INDIA, WEST COAST—KATHIAWAR COAST.

*Navibandar—Non-existence of wreckage.*

No. 414 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 116M. of 1921), are republished :—

*Former notice.*—No. 58M. of 1921 (*This Office No. 138 of 1921*) cancelled.

*Position.*—At a distance of about 7 miles,  $178^{\circ}$ , from Navibandar Light.

Lat.  $21^{\circ} 20'$  N., long.  $69^{\circ} 47\frac{1}{2}'$  E.

*Details.*—Further information has been received that the wreckage with mast projecting 14 feet out of water has disappeared.



*Charts, which were temporarily affected.*—No. 1420, Dwarka Point to Diu Head.  
 „ 2736, Gulf of Kutch to Viziadrug.  
 „ 826, Karachi to Vengurla.  
 „ 1012, Arabian Sea.

*Authority.*—The Port and Chief Customs Officer, Porbander State, dated 11th October 1921.

### CEYLON, SOUTH COAST.

#### *Point de Galle—Light re-exhibited.*

*No. 415 (first publication).*—

*Former notice*—No. 327 of 1921.

*Subject.*—The Point de Galle light will be re-exhibited from the 18th October 1921.

*Position.*—Lat.  $6^{\circ} 1' N.$ , long.  $80^{\circ} 13' E.$

*Charts affected.*—No. 819, Approaches to Galle Harbour.  
 „ 3700, Colombo to Galle.  
 „ 3265, Galle to Little Basses.  
 „ 813, Ceylon, south part.  
 „ 828, Cape Comorin to Cocanada.  
 „ 70, Bay of Bengal.

*Publications.*—List of Lights, Part VI, 1921, No. 511.  
 Bay of Bengal Pilot, 1910, page 118.

*Authority.*—Master Attendant, Colombo, Notice dated 17th October 1921.

### BAY OF BENGAL—CHITTAGONG COAST.

#### *Karnafuli river—Leading marks over Outer Bar inaccurate.*

*No. 416-I (first publication).*—

*Subject.*—It is hereby notified that as the navigable channel at the mouth of the Karnafuli river is rapidly changing, the leading marks over the Outer Bar are not accurate at present.

*Authority.*—Port Officer, Chittagong, Notice dated the 2nd November 1921.

*The 29th October 1921.*

### BAY OF BENGAL—BURMA.

#### *Mouths of the Irrawaddy—Shoal Depths reported off.*

*No. 399 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1534 of 1921), are republished :—

*Details.*—Shoal depths, considerably less than shown on the charts, are reported to exist as undermentioned :—

(a) Depths of  $4\frac{1}{2}$  fathoms ( $8^m7$ ) between the following positions :—

- (i) Lat.  $15^{\circ} 32' 00'' N.$ , long.  $95^{\circ} 44' 00'' E.$
- (ii) Lat.  $15^{\circ} 32' 00'' N.$ , long.  $95^{\circ} 38' 00'' E.$

(b) Depths of  $5\frac{1}{2}$  fathoms ( $10^m1$ ) between the following positions :—

- (i) Lat.  $15^{\circ} 24' 00'' N.$ , long.  $95^{\circ} 27' 00'' E.$
- (ii) Lat.  $15^{\circ} 24' 00'' N.$ , long.  $95^{\circ} 15' 00'' E.$

(c) Depths of 8 fathoms (14<sup>m</sup>6) in the vicinity of the following position:—

Lat. 15° 30' 00" N., long. 94° 50' 14" E.

*Note.*—Notes to the above effect with the year date "(1920)" are to be inserted on the charts in the vicinities referred to.

Attention is also drawn to the existing cautionary notes with regard to the extension of Baragua flats to the southward.

*Charts affected.*—No. 823, Koronge island to White point.

„ 830, Bassein river to Pulo Penang.

„ 70, Bay of Bengal.

*Publication.*—Bay of Bengal Pilot, 1910, pages 451, 452, 453.

*Authority.*—French Hydrographer and Paris Notice No. 2332 of 1920. (H. 9119-20.)

#### MALACCA STRAIT—PERAK RIVER APPROACH, SEMBILAN ISLANDS.

*White Rock—Light established.*

*No. 400 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1543 of 1921), are republished:—

*Position.*—On White rock, situated at a distance of about 1½ miles north-westward of Pulo Buluh summit.

Lat. 4° 00' N., long. 100° 30' E. (approx.).

*Abridged description.*—Lt. Gp. Fl. (2) ev. 34 sec., 50 ft., vis. 10 m.

*Characteristics:*

*Character.*—Group flashing white showing two flashes every thirty-four seconds, thus:

Flash,	eclipse,	flash,	eclipse.
4 sec.	4 sec.	4 sec.	22 sec.

*Elevation.*—50 feet (15<sup>m</sup>2).

*Visibility.*—10 miles.

*Structure.*—Iron structure on concrete base.

*Charts affected.*—No. 1009, Approaches to Perak river.

„ 794, Pulo Berhala to Cape Rachado.

„ 793, Butang group to Pulo Berhala.

„ 1355, Malacca strait.

„ 2760, Aceh head to Chingkok bay.

*Publications.*—List of Lights, Part VI, 1921, No. 750a.

China Sea Pilot, Vol. I, 1916, page 201.

*Authority.*—Harbour Master, Port Swettenham. (H. 4843-21.)

#### PERSIAN GULF.

*Shatt-al-Arab, Outer Bar—Alteration in position of Buoys.*

*No. 401 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 111M, of 1921), are republished:—

*Date of Alteration.*—On or about 4th October 1921.

(1) *Amended position of black can buoys.*

(a) No. 3 black can buoy. At a distance of 1½ Cable, 90°, from the present position.

(b) No. 4 black can buoy. At a distance of ½ Cable, 90°, from the present position.

(c) No. 5 black can buoy. At a distance of  $\frac{1}{2}$  Cable,  $90^\circ$ , from the present position.

(d) No. 6 black can buoy. At a distance of  $1\frac{1}{2}$  Cables,  $90^\circ$ , from the present position.

*Note.*—The note "reported missing 1920" against the black buoy No. 4, should be expunged.

*Remarks.*—The above buoys in their new position, will be in transit  $335^\circ$ , with No. 2 black can buoy.

(2) *Inner green gas buoy amended position.*

*Position.*—At a distance of 5 Cables,  $90^\circ$ , from the present position.

Lat.  $29^\circ 53\frac{1}{2}'$  N., long.  $48^\circ 39\frac{1}{2}'$  E.

*Details.*—The Inner gas buoy exhibiting a flashing green light has been moved to the above position and it will mark the Eastern or starboard hand side of the channel.

*Charts affected.*—No. 1253, Shatt-al-Arab, Outer Bar to Fao.

„ 1235, Mouth of the Euphrates.

*Publications.*—Persian Gulf Pilot, 1915, page 281, Supplement No. 6, 1921.

Indian List of Lights, 40th issue, 1921, No. 30.

*Authority.*—The Port Officer, Basrah, dated 21st September 1921.

#### INDIA—WEST COAST—KARACHI HARBOUR.

*Manora Point, Breakwater—Light temporarily extinguished.*

No. 402 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 112M. of 1921), are republished :—

*Position.*—At the end of the Manora breakwater.

Lat.  $24^\circ 47'$  N., long.  $66^\circ 59'$  E.

*Details.*—The white occulting light shown from the end of the Manora breakwater at an elevation of 53 feet, will be temporarily extinguished from 17th October 1921, until further notice.

*Charts temporarily affected.*—No. 40, Karachi Harbour.

„ 41, Cape Monze to Kediwari mouth.

„ 39, Sind and Kutch Coasts.

„ 38, Maskat to Karachi.

„ 826, Karachi to Vengurla.

*Authority.*—The Port Officer, Karachi, Telegram dated 11th October 1921.

#### INDIA—EAST COAST—PAMBAN, NEGAPATAM, CUDDALORE, MASULIPATAM AND BIMLIPATAM.

*Preliminary Notice of alteration of characters of certain Lights.*

No. 403 (second publication).—

*Subject.*—On dates to be hereafter fixed early in 1922, the present occulting characters of Pamban, Negapatam, Cuddalore, Masulipatam and Bimlipatam Lighthouses, will be changed to Flashing characters. Full particulars of the new characters, and date of change, will be given hereafter.

*Authority.*—Presidency Port Officer, Madras, Notice No. 38 of 1921.

INDIA, WEST—TRAVANCORE COAST, KOLACHEL ANCHORAGE.

*Patna rock, red buoy—Replaced in position.*

*No. 404 (second publication).—*

With reference to Notice to Mariners No. 133 of 1921 issued by this office, the Principal Port Officer, Travancore, Alleppey, has given further Notice, dated the 21st September 1921, that the Patna rock, red buoy, has been replaced in position.

INDIA, WEST—TRAVANCORE COAST.

*Entrance to Quilon Inner Anchorage—Buoys replaced in position.*

*No. 405 (second publication).—*

With reference to this Office Notice to Mariners No. 134 of 1921, the Principal Port Officer, Travancore, Alleppey, has given further Notice, dated 3rd October 1921, that the buoys marking the entrance to the inner anchorage, Quilon, have been replaced in position as follows:—

North (red) buoy bears from the Quilon Flagstaff N. 59° E. Mag. distance about 8½ cables.

South (black) buoy bears from the Quilon Flagstaff N. 33½° E. Mag. distance about 9½ cables.

The attention of Mariners is drawn to the note appearing on the chart of the Quilon Roads, inset on sheet XII West Coast of India, with reference to these buoys.

*Note.*—The Flagstaff and the tall red chimney of Messrs. Harrison and Crossfield when in one bears N. 45½° E. Mag. and leads over the South edge of the 4-fathom patch in the entrance channel. The chimney should be kept open slightly to the South when passing through the hannel.

BAY OF BENGAL, BURMA—GULF OF MARTABAN, RANGOON RIVER APPROACH.

*China Bakir light—Non-exhibition of.*

*No. 406 (first publication).—*

*Subject.*—From the 1st November 1921 the China Bakir light showing a white fixed and flashing light will cease to be exhibited.

*Position.*—Lat. 16° 17' N., long. 96° 11' E.

*Charts affected.*—No. 833, Rangoon river and approaches.

„ 830, Bassein river to Pulo Penang.

„ 823, Koronge island to White point.

*Publications.*—List of Lights, Part VI, 1921, No. 643.

Bay of Bengal Pilot, 1910, page 452.

*Authority.*—Principal Port Officer, Burma, Rangoon, telegrams dated 28th and 29th October 1921.

*The 21st October 1921.*

CHINA SEA.

*Gaspar Strait, Northern Approach—Rock reported.*

*No. 391 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1505 of 1921), are republished:—

*Position (approximate).*—At a distance of about 46 miles northward of Langkuas island light, in the position of the 10-fathom shoal shown on the charts.

Lat. 1° 47' 30" S., long. 107° 31' 00" E.

*Remarks.*—The SS. *Riojun Maru* reports having struck a rock in the above position.

*Note.*—The symbol for a rock with a depth of less than 6 feet, with the note "*Reported (1921)*," is to be substituted on the charts for the 10-fathom shoal.

*Charts affected.*—No. 2149, Banka and Gaspar straits.

„ 941a, Eastern archipelago—sheet 1.

„ 1263, China sea.

*Publication.*—China Sea Pilot, Vol. II, 1915, page 185.

*Authority.*—Melbourne Notice No. 4 of 1921. (*H. 4943-21.*)

#### AFRICA, EAST COAST—TANGANYIKA TERRITORY, DAR ES SALAAM APPROACH.

##### *Daphne Reef—Alteration in Description of Buoy.*

*No. 392 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1511 of 1921), are republished :—

*Position.*—At the south-eastern end of outer Daphne reef.

Lat.  $6^{\circ} 46' S.$ , long.  $39^{\circ} 19' E.$  (*approx.*).

*Alteration.*—The red and white spar buoy has been replaced by a conical buoy painted in black and white horizontal bands.

*Charts affected.*—No. 674, Dar es Salaam and adjoining anchorages.

„ 640a, Pangani to Ras Kimbiji—southern sheet.

„ 662, Kilwa point to Zanzibar channel.

*Publication.*—Africa Pilot, Part III, 1915, page 374; Supplement No. 5, 1921.

*Authority.*—The Chief Secretary, Dar es Salaam. (*H. 4992-21.*)

#### SUMATRA—EAST COAST.

##### *Rhio Strait—Alterations in Buoyage.*

*No. 393 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1512 of 1921), are republished :—

##### 1. Light-buoy established in place of beacon :

*Position.*—At a distance of about 4 cables westward of Batu Hitam in the position of the beacon which it replaces.

Lat.  $0^{\circ} 54' 24'' N.$ , long.  $104^{\circ} 26' 02'' E.$

*Description.*—A light-buoy, painted black, exhibiting a *flashing white* light.

##### 2. Buoy established ; buoys withdrawn :

###### (a) Buoy established :

*Position.*—On the southern side of Isobella shoal.

Lat.  $0^{\circ} 57' 20'' N.$ , long.  $104^{\circ} 15' 30'' E.$

*Description.*—A black can buoy.

###### (b) Buoys withdrawn :

*Details.*—The black can buoys with conical topmarks, formerly marking the eastern and western ends of Isabella shoal, have been withdrawn.



3. Topmarks of buoys removed :

*Details.*—The topmarks of the following buoys have been removed and are to be expunged from the charts :—

- (a) Chemara bank buoy, lat.  $0^{\circ} 54' N.$ , long.  $104^{\circ} 14' E.$  (*approx.*).
- (b) Mulang Orang (Karang Passo) buoy, lat.  $1^{\circ} 08' N.$ , long.  $104^{\circ} 10' E.$  (*approx.*).
- (c) Tan reef buoy, lat.  $1^{\circ} 09' N.$ , long.  $104^{\circ} 11' E.$  (*approx.*).

*Charts affected.*—No. 2413, Rhio strait.

„ 2403, Singapore strait. 3 (b), (c).

„ 2757, Banka strait to Singapore. 2, 3.

*Publication.*—China Sea Pilot, Vol. II, 1915, pages 266, 269, 270, 278, 281.

*Authority.*—Hague Notices Nos. 1901 and 1902 of 1921. (H. 6729-20.)

PERSIAN GULF.

*Shatt al Arab Light-Vessel—Temporarily withdrawn.*

*No. 394 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 108M. of 1921), are republished :—

*Position.*—Lat.  $29^{\circ} 44' N.$ , long.  $48^{\circ} 48' E.$

*Details.*—The Shatt al Arab Light-Vessel will be temporarily removed from her station on or about 25th October 1921 (weather permitting) for repairs.

*Charts temporarily affected.*—No. 1253, Shatt al Arab, Outer Bar to Fao.

„ 1235, Mouth of the Euphrates.

*Authority.*—The Commanding Officer, R.I.M.S. "Nearchus," Bushire dated 9th September 1921.

ARABIA—GULF OF ADEN, NORTH COAST.

*Aden Harbour—Information with regard to the re-establishment of "Magnetic Observation Spot."*

*No. 395 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 109M. of 1921), are republished :—

*Position.*—On the Maritime plain, about  $2\frac{1}{2}$  miles N. N. W. of the Prince of Wales Pier at Steamer Point.

*True bearings:*—

- (1) Wireless Masts to E (these 3 masts appear as 1) ...  $274^{\circ} 29'$
- (2) Signal Staff on Shum Shum ...  $323^{\circ} 55'$
- (3) Clock Tower at Steamer Point ...  $344^{\circ} 51'$
- (4) Signal Staff at Steamer Point ...  $351^{\circ} 40'$
- (5) Minaret at Shaikh Othman ...  $210^{\circ} 40'$

Lat.  $12^{\circ} 49' 45'' N.$ , long.  $44^{\circ} 58' 15'' E.$

*Marking.*—A6"X6"X24" Concrete block was buried in the sand, its top face projecting 6" above surface.

*Date Established.*—23rd September 1921.

MAGNETIC—ELEMENTS.

Magnetic Variation to Chart surveyed in 1906 is	...	$1^{\circ} 38' W.$
Declination	...	$00^{\circ} -04' W.$
Inclination	...	$07^{\circ} -59' N.$
Annual Variation Decreasing	...	6.3'
Horizontal Force	...	3532.



*Chart affected.*—No. 7, Aden Harbour and Approaches.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1921, page 35.

*Authority.*—The Department of Terrestrial Magnetism, Carnegie Institution of Washington D.C.U.S.A.

#### AUSTRALIA—WEST COAST.

*Point Moore Light—To be replaced by Temporary Light.*

*No. 396 (third publication).—*

*Subject.*—The Flashing White Light on Point Moore will be temporarily discontinued, and that a Flashing White Light of low power, of the undermentioned description, will be exhibited in its place, from about 15th November to 30th November 1921.

*Position.*—Lat.  $28^{\circ} 47\frac{1}{4}'$  S., long.  $114^{\circ} 35'$  E. on Chart No. 1725.

*Details.*—During the above period the existing Flashing White Light will be discontinued pending repairs to the lantern, and replaced by a Temporary Light exhibited from the existing lantern and having the undermentioned character:

*Character.*—Flashing White Light every forty seconds, thus:

Flash	Eclipse
$\frac{1}{2}$ sec.	39 secs.

*Remarks.*—The Temporary Light will have a power of 1,500 candles and a visibility of 12 miles.

*Note.*—No further notice will be given.

*Charts temporarily affected.*—No. 1725, Plan of Champion Bay.

„ 1723, The Houtman Rocks.

„ 1056, Cape Cuvier to Champion Bay.

„ 1033, Champion Bay to Cape Naturaliste.

„ 2759b, Australia, Southern portion.

„ 748a, Indian Ocean, Southern portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1921, No. 2259.

Australia Pilot, Vol. V, 1914, page 334.

*Authority.*—Melbourne Notice No. 19 of 1921.

#### AUSTRALIA—EAST COAST, NORTHUMBERLAND ISLANDS.

*High Peak Island—Light established.*

*No. 397 (third publication).—*

*Former Notice.*—No. 315 of 1920.

*Subject.*—The Flashing White Light (U) on the summit of the islet off High Peak Island has been established.

*Position.*—On the summit of the islet, close to eastern extreme of High Peak Island.

Lat.  $21^{\circ} 57'$  S., long.  $150^{\circ} 42\frac{1}{4}'$  E.; on Chart No. 808.

*Details.*—

*Character.*—Flashing White Light, every five seconds, thus:

Flash	Eclipse
$\frac{1}{2}$ sec.	$4\frac{1}{2}$ secs.

*Elevation.*—208 feet.

*Visibility.*—20 miles, from  $110^{\circ}$  (S.  $78^{\circ}$  E. Mag.) through South to  $37^{\circ}$  (N.  $29^{\circ}$  E. Mag.); obscured elsewhere by High Peak Island and adjacent islands.

*Power.*—5,000 candles.

*Structure.*—Square concrete house with white lantern, 22 feet in height.

*Remarks.*—The light is unwatched.

*Note.*—No further notice will be given.

*Charts affected.*—No. 808, Approaches to Shoalwater Bay.  
 „ 346, Keppel Isles to Percy Isles.  
 „ 2763, Coral Sea and Great Barrier Reefs, sheet 1.  
 „ 780, Pacific Ocean, south-west sheet.  
 „ 2759a, Australia, northern portion.

*Publications.*—List of Lights and Time Signals, Part VI, 1921, No. 2681.

Australia Pilot, Vol. IV, 1917, page 98.

*Authority.*—Melbourne notice No. 20 of 1921.

#### AUSTRALIA—EAST COAST.

*Brook Islands (South Island)—Light established.*

*No. 398 (third publication).—*

*Former Notice.*—No. 128 of 1921.

*Subject.*—The Group Flashing White Light (U) on South Brook Island has been established.

*Position.*—On the summit of South Brook Island.

Lat.  $18^{\circ} 09\frac{1}{4}'$  S. long.  $146^{\circ} 18\frac{1}{4}'$  E.; on Chart No. 2349.

*Details.*—

*Character.*—Group Flashing White Light, showing four flashes every twelve seconds, thus:

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$7\frac{1}{2}$ secs.

*Elevation.*—165 feet.

*Visibility.*—18 miles. Visible all round the horizon, except where obscured by North Brook Island, from approximately  $122^{\circ}$  (S.  $65^{\circ}$  E. Mag.) to  $132^{\circ}$  (S.  $55^{\circ}$  E. Mag.)

*Power.*—3,000 candles.

*Structure.*—Red frame-work tower, 54 feet in height.

*Remarks.*—The light is unwatched.

*Note.*—No further notice will be given.

*Charts affected.*—No. 2349, Magnetic Island to Double Point.  
 „ 2763, Coral Sea and Great Barrier Reefs, sheet 1.  
 „ 2759a, Australia, northern portion.  
 „ 780, Pacific Ocean, south-west sheet.

*Publications.*—List of Lights and Time Signals, Part VI, 1921, No. 2716a.

Australia Pilot, Vol. IV, 1917, page 182.

*Authority.*—Melbourne notice No. 21 of 1921.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,

Port Officer of Calcutta.



# The Calcutta Gazette

WEDNESDAY, NOVEMBER 23, 1921.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,  
*Port Officer of Calcutta.*

A. MARR,  
*Secretary to the Government of Bengal,  
Marine Department.*

CALCUTTA, the 12th November 1921.

### JAVA, NORTH COAST.

*Tanjong Priok Harbour Entrance—Alteration in Character of Light.*

No. 417 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1620 of 1921), are republished:—

*Position.*—On outer extremity of eastern breakwater.

Lat.  $6^{\circ} 05' S.$ , long.  $106^{\circ} 53' E.$  (*approx.*)

*New abridged description.*—Lt. Occ. W. R. 42 ft., vis. 11 m.

*Alteration.*—The occulting white light has been replaced by an occulting white light with red sector.

*Remarks.*—The red sector covers the eastern portion of the harbour

*Note.*—The sectors are not to be shown on the charts.

*Charts affected.*—No. 933, Batavia roads.

„ 2056, Sunda strait.

„ 1653, Island of Java—western portion.

*Publications.*—List of Lights, Part VI, 1921, No. 885.

Eastern Archipelago Pilot, Part II, 1913, page 92.

*Authority.*—Hague Notice No. 1435 of 1921. (*H. 4944/21.*)

## GULF OF OMAN—ARABIAN COAST.

*Maskat Island—Light to be expunged from the Charts.*

No. 418 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1634 of 1921), are republished:—

*Position*.—On point situated at a distance of about 2 cables south-eastward of Ras Maskat.

Lat.  $23^{\circ} 38' N.$ , long.  $58^{\circ} 36' E.$  (*approx.*).

*Details*.—The flashing white light shown on the charts in the above position, which is no longer exhibited, is to be expunged; the note "Lt. Ho. (*disused*)" is to be substituted on the large scale chart No. 2869.

*Charts affected*.—No. 2869, Maskat and Al Matrah.

„ 10c, Maskat to Ras Sukra.

„ 38, Maskat to Karachi.

„ 2837a, Persian gulf—eastern sheet.

*Publications*.—List of Lights, Part VI, 1921, No. 290.

Persian Gulf Pilot, 1915, page 43; Supplement No. 6 1921.

*Authority*.—Hydrographic Department. (*H. 4408/21*).

## INDIAN OCEAN—CEYLON.

*Colombo W/T Station—Areas where Communication is ineffective or unreliable.*

No. 419 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1635 of 1921), are republished:—

*Position*.—Colombo W/T station, lat.  $6^{\circ} 55' N.$ , long.  $79^{\circ} 53' E.$  (*approx.*).

*Call signal*.—VPB.

*Details*.—The normal range of Colombo W/T station is 400 miles by day and 800 miles by night; but when conditions are favourable these distances are considerably exceeded.

There are, however, areas within the normal range of the station in which, for reasons not yet precisely determined, it is not feasible to ensure proper communication.

The following are the areas in which communication is not possible at any time—

(1) A line joining the following approximate positions—

- |     |               |                |   |
|-----|---------------|----------------|---|
|     | o             | ,              | o |
| (a) | Lat. 5 20 N., | long. 79 40 E. |   |
| (b) | „ 10 40 N.,   | „ 81 00 E.     |   |
| (c) | „ 12 00 N.,   | „ 81 30 E.     |   |
| (d) | „ 11 00 N.,   | „ 83 35 E.     |   |
| (e) | „ 6 20 N.,    | „ 82 10 E.     |   |

and thence to position (a).

(2) A line joining the following approximate positions—

- |     |                |                |   |
|-----|----------------|----------------|---|
|     | o              | ,              | o |
| (a) | Lat. 14 10 N., | long. 73 40 E. |   |
| (b) | „ 8 00 N.,     | „ 76 40 E.     |   |
| (c) | „ 7 00 N.,     | „ 76 30 E.     |   |
| (d) | „ 8 20 N.,     | „ 70 00 E.     |   |
| (e) | „ 9 40 N.,     | „ 70 20 E.     |   |

and thence to position (a).

The following are the areas in which indifferent communication is only possible at any time—

(3) A line joining the following approximate positions—

- |     |      |           |       |          |
|-----|------|-----------|-------|----------|
| (a) | Lat. | 1 20 N.,  | long. | 83 00 E. |
| (b) | "    | 8 40 N.,  | "     | 83 45 E. |
| (c) | "    | 11 40 N., | "     | 90 05 E. |
| (d) | "    | 0 35 N.,  | "     | 90 10 E. |
- and thence to position (a).

(4) A line joining the following approximate positions—

- |     |      |           |       |          |
|-----|------|-----------|-------|----------|
| (a) | Lat. | 9 40 N.,  | long. | 70 20 E. |
| (b) | "    | 10 35 N., | "     | 64 15 E. |
| (c) | "    | 9 20 N.,  | "     | 64 00 E. |
| (d) | "    | 8 20 N.,  | "     | 70 00 E. |
- and thence to position (a).

*Publications.*—West Coast of India Pilot, 1921, page 99.  
Bay of Bengal Pilot, 1910, page 102; Supplement No. 5, 1920.

*Authority.*—Colombo Port Commission. (H. 4938/21.)

#### WESTERN AUSTRALIA, NORTH-WEST COAST—KING SOUND.

##### *FitzRoy River Approach—Obstruction reported.*

No. 420 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1637 of 1921), are republished :—

*Position.*—At a distance of about 2½ miles north-westward of the northern end of the Outer Rip shoal.

Lat. 17° 03' 30" S., long. 123° 28' 30" E.

*Description.*—A submerged obstruction over which there is a depth of about 2½ fathoms (4m6).

*Note.*—The above depth is to be encircled by a danger line on the charts and marked with the note "*Obstruction repd. (1921).*"

*Charts affected.*—No. 1052, Hall point to Cape Bertholet, including King sound, etc.

" 1048, Buccaneer archipelago to Bedout island.

" 475, North-west coast of Australia.

*Publication.*—Australia Pilot, Vol. V, 1921, page 235.

*Authority.*—Fremantle Notice dated 8th June 1921. (H. 5134-21.)

#### PHILIPPINE ISLANDS.

##### *Basilan Strait—Shoal to be expunged from Charts.*

No. 421 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1652 of 1921), are republished :—

*Position.*—At a distance of about 3 miles southward of the southern end of Santa Cruz (Great) island.

Lat. 6° 48' N., long. 122° 04' E. (*approx.*).

*Details.*—The shoal over which a depth of less than 4 fathoms (7m3) was reported in the year 1899 is to be expunged from the charts.

*Charts affected.*—No. 961, Basilan strait.

„ 928, Sulu archipelago.

„ 2576, Sulu Archipelago and north-east coast of Borneo.

„ 943, Molucca passage to Manila.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, page 245.

*Authority.*—U. S. A. Government Chart. (H. 4427-21.)

#### BAY OF BENGAL—NICOBAR ISLANDS, ST. GEORGE'S CHANNEL.

*Kondul and Menchal Islands—Shoal Water reported westward of.*

*No. 422 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1666 of 1921), are republished:—

*Position.*—(a) Kondul island, lat.  $7^{\circ} 13' N.$ , long.  $93^{\circ} 42' E.$  (approx.).  
(b) Menchal island, lat.  $7^{\circ} 24' N.$ , long.  $93^{\circ} 45' E.$

*Caution.*—(a) A depth of 6 fathoms (11<sup>m</sup>0) has been obtained about  $1\frac{1}{4}$  miles westward of Kondul island, and shoal water appeared to extend over a considerable area in this locality.

A cautionary note “6 fms. repd. probably less water (1921)” is to be inserted to the westward of Kondul island, on the plan of St. George's channel on chart No. 840.

(b) Depths of  $6\frac{1}{4}$  fathoms (11<sup>m</sup>9) have been obtained between Menchal and Little Nicobar islands, where 21 and 30 fathoms are shown on the chart; shoal water is reported to extend across the channel between these two islands.

A cautionary note “Shoal water repd. (1921)” is to be inserted on the chart.

*Charts affected.*—No. 840, Nicobar islands, with plan.

„ 830, Bassein river to Pulo Penang.

*Publication.*—Bay of Bengal Pilot, 1910, pages 377, 378, 379.

*Authority.*—Director, Royal Indian Marine. (H. 5452-21.)

#### RED SEA—SUEZ BAY.

*Suez Canal Entrance and approach—Corrections to Chart No. 734 with regard to Lighting and Buoyage.*

*No. 423 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1675 of 1921), are republished:—

*Position.*—Kal ah Kebireh beacon, lat.  $29^{\circ} 55' N.$ , long.  $32^{\circ} 32' E.$  (approx.).

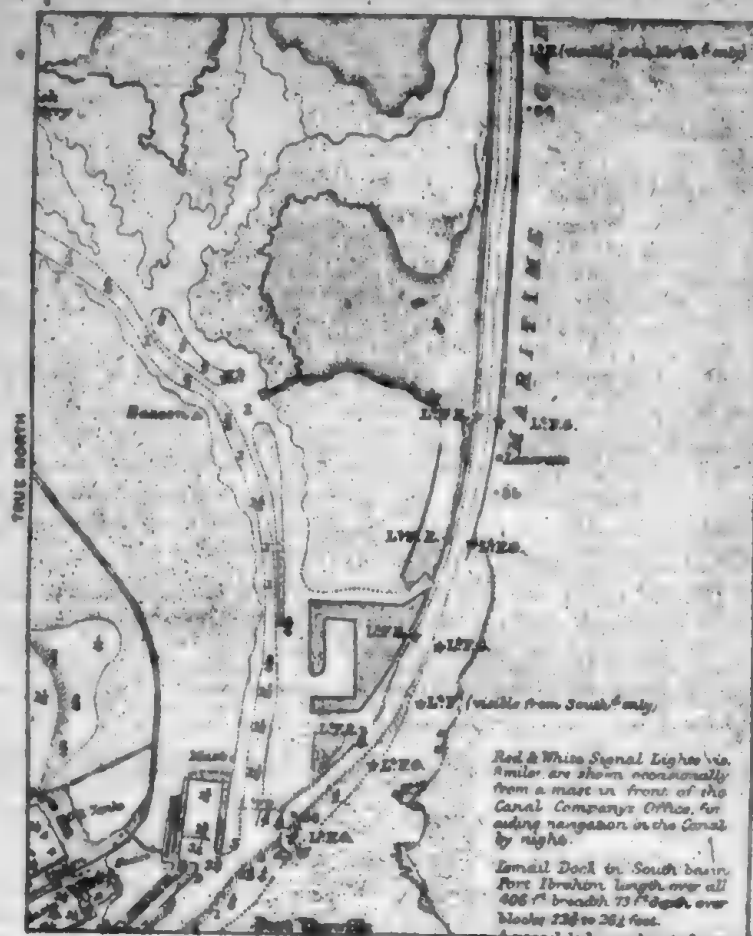
*Details.*—The accompanying reproduction of portions of chart No. 734 shows the necessary corrections to that chart with regard to lights and light-buoys in the southern entrance to Suez Canal and the positions of light-buoys in the dredged channel eastward of Kal ah Kebireh.

*Chart affected.*—No. 734, Suez bay.



*Publication.*—Red Sea. &c., Pilot, 1921, pages 75, 76.

*Authority.*—Suez Canal Company. (H. 5301-21.)



### JAPAN, INLAND SEA—KURUSIMA NO SETO.

#### *Kono Se Light—Alteration in Character.*

*No. 424 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1682 of 1921), are republished:—

*Position.*—Lat.  $34^{\circ} 08' N.$ , long  $132^{\circ} 59' E.$  (approx.).

*New abridged description.*—Lt. Gp. Fl. (2) W. R. ev. 6 sec., 27 ft., vis. 10 m (U).

*Alteration.*—The character of the light has been altered from fixed white and red to *group flashing*, with *white and red* sectors, showing *two flashes every six seconds*, thus:

Two flashes	eclipse
2 sec.	4 sec.

*Charts affected.*—No. 131, Kurusima no seto.

„ 83, Gogo shima to Miyo shima.

„ 3325, Channels between Neko seto and Mekari seto.

„ 2875, Naikai (Seto uchi) or Inland sea.

*Publications.*—List of Lights, Part VI, 1921, No. 1959.  
Japan Pilot, 1914, pages 332, 333.

*Authority.*—Tokyo, Department of Communications Notices  
Nos. 1181 and 1280 of 1921. (*H. 5083-21.*)

#### JAPAN—KAZAN OR VOLCANO ISLANDS.

*Iwo Jima (Sulphur Island), East Coast—Rocks and Breakers  
reported off.*

*No. 425 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1683 of 1921), are republished:—

*Position.*—Higashi iwa, lat.  $24^{\circ} 47' N.$ , long.  $141^{\circ} 23' E.$  (*approx.*).

*Details.*—Breakers and rocks above water have been observed extending from Higashi iwa to Iwo jima. Breakers have also been observed extending for a short distance from a point on the south-eastern side of the island about one mile southward of Furu yama summit. Mariners are warned accordingly.

*Note.*—Notes with regard to the breakers and rocks reported are to be inserted on the chart in the localities mentioned and marked with the year date "1921."

*Chart affected.*—No. 1100, Plan of Iwo jima.

*Publication.*—Japan Pilot, 1914, page 38.

*Authority.*—U. S. Hyd. Office Notice No. 2964 of 1920. (*H. 6551-20.*)

#### CHINA SEA—SINGAPORE STRAIT.

- (1) *Old Strait—Lights to be established.*
- (2) *Calder Harbour—Existence of rock.*
- (3) *Red Cliff Bank—Shoal eastward of.*

*No. 426 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1689 of 1921), are republished:—

##### (1) **Old Strait.**

*Date of establishment.*—Shortly.

(a) *Position.*—Off the south-eastern extremity of Pulo Ketam.  
Lat.  $1^{\circ} 23' 52'' N.$ , long.  $103^{\circ} 57' 25'' E.$

(b) *Position.*—Off the western extremity of Pulo Ubin.  
Lat.  $1^{\circ} 25' 18'' N.$ , long.  $103^{\circ} 55' 30'' E.$

(c) *Position.*—At a distance of about half a mile eastward of the south-eastern extremity of Pulo Khatib Bongsu.  
Lat.  $1^{\circ} 26' 20'' N.$ , long.  $103^{\circ} 52' 22'' E.$

(d) *Position.*—On the northern side of the strait, between Sungi Lunchu and Sungi Sinibong.  
Lat.  $1^{\circ} 28' 33'' N.$ , long.  $103^{\circ} 49' 38'' E.$

*Abridged descriptions.*—Lt. Fl. ev. 3 sec. 6 ft. (U), in each case.

*Character.*—In each case flashing white every three seconds, thus:

Flash	eclipse.
1 sec.	2 sec.

*Elevation.*—6 feet ( $1^m 8$ ).

*Structures.*—Iron framework.

*Remarks.*—The lights will be unwatched.

*Note.*—No further Notice will be given.

**(2) Calder Harbour.**

*Position.*—At a distance of 0·98 of a mile,  $282^{\circ}$ , from the beacon on Johor hill.

Lat.  $1^{\circ} 23' N.$ , long.  $104^{\circ} 05' E.$  (*approx.*).

*Depth.*— $2\frac{1}{2}$  fathoms ( $4^m6$ ).

**(3) Red Cliff Bank.**

*Position.*—At a distance of 3·80 miles,  $093^{\circ}$ , from Tanah Merah Besar summit.

Lat.  $1^{\circ} 21' N.$ , long.  $104^{\circ} 02' E.$  (*approx.*).

*Depth.*— $2\frac{1}{2}$  fathoms ( $5^m0$ ).

*Remarks.*—From the above position, which is the easternmost point of a triangular-shaped shoal, depths of 3 fathoms ( $5^m5$ ) or less extend for distances of about 4 cables in north-westerly and south-westerly directions.

*Charts affected.*—No. 2403, Singapore strait.

„ 2757, Banka strait to Singapore. (2) and (3).

„ 3543, Approaches to Singapore. (2) and (3).

„ 1355, Malacca strait. (2) and (3).

*Publications.*—List of Lights, Part VI, 1921, No. 791 (Remarks).

China Sea Pilot, Vol. I, 1916, pages 286, 289, 300 to 302.

*Authority.*—Hydrographic Department. (*H. 5254, 5457 & 5458-21.*)

**INDIA, WEST COAST—BOMBAY HARBOUR.**

*Buoy Marking western limit of Spoil Ground Replaced by an "Aga" Gas Buoy.*

*No. 427 (first publication.)*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 118M. of 1921), are republished:—

*Date of exhibition.*—25th October 1921.

*Position.*—At a distance of  $6\frac{1}{2}$  cables  $211^{\circ}$  from Karanja Beacon at the Western limit of Spoil Ground, former buoy has now been removed.

*Abridged description.*—Lt. Fl. Red. ev. 7 sec. vis. 6m.

*Description.*—A conical buoy painted red exhibiting a red light thus:—

Light  
1 Sec.

Eclipse  
6 Sec.

*Visibility.*—6 Miles in clear weather.

*Remarks.*—The buoy is an "Aga" Standard design.

*Variation.*—Nil.

*Charts affected.*—No. 2621, Bombay Harbour.

„ 655, Port of Bombay.

„ 737, Arnala Island to Kundari Island.

*Publications.*—West Coast of India Pilot, 1919, page 222.

Indian List of Lights, 40th issue, 1921, page 22.

*Authority.*—The Port Officer, Bombay, dated 25th October 1921.

## PERSIAN GULF.

*Shatt-al-Arab—Light Vessel temporarily replaced by a light buoy.*

*No. 428 (first publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 119M. of 1921), are republished :—

*Former Notice* No. 108M. of 1921. (*This Office* No. 394 of 1921.)

*Position.*—Lat.  $29^{\circ} 44\frac{1}{2}'$  N., long.  $48^{\circ} 48\frac{1}{2}'$  E.

*Details.*—A Light Buoy, painted red, exhibiting a fixed white light has been placed in the position of the Shatt-al-Arab Light Vessel, which was notified to be temporarily withdrawn for repairs on the 25th October 1921.

*Charts temporarily affected.*—No. 1253, Shatt-al-Arab, Outer Bar to Fao.  
„ 1235, Mouth of the Euphrates.

*Authority.*—The Commanding Officer, R. I. M. S. “Nearchus”  
Telegram dated 25th October 1921.

## INDIA, WEST COAST—KARACHI HARBOUR.

*Manora Point—Breakwater light re-exhibited.*

*No. 429 (first publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 120M. of 1921), are republished :—

*Former Notice*—No. 112-M. of 1921. (*This Office* No. 402 of 1921.)

*Position.*—At the end of the Manora breakwater.

Lat.  $24^{\circ} 47'$  N., long.  $66^{\circ} 59'$  E.

*Details.*—The white occulting light shown from the end of the Manora breakwater which was reported temporarily extinguished, has been re-exhibited.

*Charts which were temporarily affected.*—No. 40, Karachi Harbour.

„ 41, Cape Monze to Kediwari Mouth.

„ 39, Sind and Kutch Coasts.

„ 38, Maskat to Karachi.

„ 826, Karachi to Vengurla.

*Authority.*—The Port Officer, Karachi, Telegram, dated 28th October 1921.

## INDIA, WEST COAST.

*Karachi Harbour—Outer Gas Buoy Light re-exhibited.*

*No. 430 (first publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 121-M. of 1921), are republished :—

*Former Notice*—No. 81-M. of 1921. (*This Office* No. 181 of 1921.)

*Position.*—At a distance of about  $3\frac{7}{8}$  Cables eastward of the light on the end of the Manora Breakwater.

Lat.  $24^{\circ} 47'$  N., long.  $67^{\circ} 59\frac{1}{2}'$  E.

*Details.*—The occulting red Light, exhibited from the Outer red Conical buoy, which was reported not burning has been re-exhibited.

*Charts which were temporarily affected.*—No. 40, Karachi Harbour.

„ 41, Cape Monze to Kediwari Mouth.

*Authority.*—The Port Officer, Karachi, Telegram, dated 28th October, 1921.

#### INDIA, SOUTH COAST—GULF OF MANAR.

*No. 431 (first publication).*—

*Caution.* Tuticorin Roadstead—*Danger to navigation.*

*Former Notice.*—No. 370 of 1921.

*Subject.*—The Marine Boiler reported to have been sunk in the following position has not been found and therefore may constitute a danger to navigation.

*Position.*—Hare island light N.  $86^{\circ}$ W. (True).

Church island church N.  $25^{\circ}$ W. (True).

*Caution.*—Mariners are hereby warned.

*Charts affected.*—No. 68a, Palk strait and Gulf of Manar, Sheet.1.

„ 67, Tuticorin Roadstead and harbour.

*Authority.*—Madras Notice No. 43, dated 21st October 1921.

#### BAY OF BENGAL—BURMA COAST.

*No. 432 (first publication).*—

*Caution.* Report of derelict Brigantine "*Hydrobandooli*."

*Subject.*—Brigantine "*Hydrobandooli*" reported abandoned off Diamond Island on 8th November 1921 and drifting in a N. W. direction.

The Master of the SS. "*Shahjehan*" reports having sighted on the 10th November 1921 the derelict "*Hydrobandooli*" mastless and rudderless in the following position :—

*Position.*—Lat.  $16^{\circ}17'$  N., long.  $93^{\circ}40'$  E.

*Subject.*—On the 11th November 1921 derelict was sighted in the following position :—

*Position.*—Lat.  $16^{\circ}27'$  N., long.  $93^{\circ}17'$  E.

*Caution.*—Mariners are hereby warned that this derelict constitutes a danger to Shipping.

*Charts affected.*—No. 829, Cocanada to Bassein river.

„ 70, Bay of Bengal.

*Authority.*—Principal Port Officer, Burma, Rangoon, telegrams dated 8th, 10th and 12th November 1921.

*The 7th November 1921.*

CHINA SEA.

*Gaspar Strait, Northern Approach—Amended Position and Depth of Rock; Existence of Wreck.*

No. 407 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1577 of 1921), are republished:—

(1) Amended position and depth of rock:

*Former Notice.*—No. 1505 of 1921. (*This Office No. 391 of 1921.*)

*Position.*—At a distance of about 46 miles northward of Langkuas island light and close north-eastward of the reported position given in the former Notice.  
Lat.  $1^{\circ} 46' 12''$  S., long.  $107^{\circ} 31' 30''$  E.

*Details.*—Further information has been received that there is a depth of  $2\frac{1}{2}$  fathoms ( $4^m 1$ ) over this rock.

*Note.*—The position of this rock and the depth are to be amended on the charts, and the 10-fathom shoal formerly shown in lat.  $1^{\circ} 47' 20''$  S., long.  $107^{\circ} 31' 00''$  E., is to be re-inserted.

(2) Existence of wreck:

*Position.*—At a distance of about 3 miles south-eastward of the  $2\frac{1}{2}$ -fathom rock referred to above.

Lat.  $1^{\circ} 48' 30''$  S., long.  $107^{\circ} 33' 40''$  E. (*approx.*).

*Description.*—Sunken wreck.

*Charts affected.*—No. 2149, Banka and Gaspar straits.

„ 941a, Eastern archipelago—sheet 1.

„ 1263, China sea (1).

„ 748b, Indian ocean—northern portion. (1).

*Publication.*—China Sea Pilot, Vol. II, 1915, page 185.

*Authority.*—Hague Notice No. 1562 of 1921. (*H. 5373-21.*)

CELEBES, WEST COAST—MAKASSAR STRAIT.

*Cape Mandar (Tanjong Rangasa) Light—Amended Details.*

No. 408 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1581 of 1921), are republished:—

*Former Notice.*—No. 1134 of 1921. (*This Office No. 309 of 1921.*)

*Position.*—Lat.  $3^{\circ} 34'$  S., long.  $118^{\circ} 56'$  E. (*approx.*).

*New abridged description.*—Lt. Gp. Fl. ev. 10 sec., 308 ft. vis. 24 m.

*Details.*—This group flashing white light has an elevation of 308 feet ( $93^m 9$ ) and is visible for a distance of 24 miles; the arc of visibility is from  $258^{\circ}$  through west to  $147^{\circ}$ .

*Charts affected.*—No. 2662, Plan of Majene road and Balangnipa road.

„ 2637, South part of the Strait of Makassar.

„ 941b, Eastern archipelago—sheet II.

*Publications.*—List of Lights, Part VI, 1921, No. 1023.

Eastern Archipelago Pilot, Part II, 1913, page 403.

*Authority.*—Hague Notice No. 1438 of 1921. (*H. 4947-21.*)



JAPAN—HOKUSHŪ ISLAND.

*Suisho and Go Yo Mai Channels—Existence of Shoals.*

No. 409 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1583 of 1921), are republished:—

(1) Suisho channel:

(a) *Position*.—At a distance of 3 miles, 021°, from the 133-foot ▲ at the western end of Yuru jima.

Yuru jima 133-ft. ▲, lat. 43° 24' N., long. 146° 02' E. (approx.).

*Depth*.—2½ fathoms (4<sup>m</sup>6).

(b) *Position*.—At a distance of 1·67 miles, 325°, from Yuru jima 133-foot ▲.

*Depth*.—3½ fathoms (6<sup>m</sup>4).

(2) Go yo mai channel:

*Position*.—At a distance of 7·44 cables, 347°, from Noshap saki light-house.

Lat. 43° 24' N., long. 145° 49' E. (approx.).

*Depth*.—2½ fathoms (4<sup>m</sup>1).

*Charts affected*.—No. 1268, Go yo mai channel.

„ 507, Go yo mai channel to Nemoro kaikyo. (2).

„ 452, Hokushū island. (1) (a).

*Publication*.—Japan Pilot, 1914, pages 731, 732, 734.

*Authority*.—Tokyo Notice No. 248 of 1921. (H. 5420-21.)

SOUTH ATLANTIC AND INDIAN OCEANS.

*W-T Stations discontinued.*

No. 410 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1597 of 1921), are republished:—

*Former Notice*.—No. 1473 of 1921. (This Office No. 387 of 1921.)

(1) The undermentioned Admiralty W-T station has been permanently discontinued:—

Station.	Position.
Mauritius	Lat. 20° 10' S., long. 57° 35' E. (approx.).

*Remarks*.—The above station is to be expunged from the charts.

(2) The undermentioned Admiralty W-T station has been temporarily discontinued:—

Station.	Position.
Falkland islands (Stanley)	Lat. 51° 41' S., long. 57° 49' W. (approx.).

Falkland islands (Stanley) will be permanently discontinued immediately the new colonial station on Falkland islands commences operating.

*Note*.—This station is to be re-inserted on the charts with the note “Temporarily discontinued, 1921.”

*Charts affected*.—No. 2202b, South Atlantic ocean—western portion. (2).

„ 748a, Indian ocean—southern portion. (1).

„ 3778, Telegraph chart of The World—sheet 1. (2).

„ 3779, Telegraph chart of The World—sheet 2. (1).

*Publication.*—South America Pilot, Part I, 1911, page 538; Supplement No. 5, 1920.

*Authority.*—The Lords Commissioners of the Admiralty. (H. 4588-21.)

#### PERSIAN-GULF—KUWAIT HARBOUR.

##### *Ras-al-Arz (Ardh)—Beacon collapsed.*

*No. 411 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 113M of 1921), are republished:—

*Position.*—Lat. 29° 21' N., long. 48° 06' E.

*Details.*—The black pyramidal beacon 32 feet high surmounted by a black ball, on the extreme of Ras-al-Arz has collapsed.

*Note.*—A mast with disc has been temporarily erected on the site.

*Remarks.*—The temporary fixed white light visible 7 miles, exhibited from the beacon, has now been placed on the roof of the Care-taker's house 35 yards southward of the ruined beacon.

*Charts affected.*—No. 22, Kuwait Harbour.

„ 2837b, Persian Gulf, Western Sheet.

*Publications.*—Persian Gulf Pilot, 1915, page 148, Supplement No. 6, 1921.

Indian List of Lights, 40th issue, 1921, No. 24.

List of Lights, Part VI, 1921, No. 303.

*Authority.*—Resident, Bushire, Telegram, dated 13th October 1921.

#### INDIA—WEST COAST.

##### *Buoys between Alibag and Bhatkal relaid.*

*No. 412 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 114M. of 1921), are republished:—

*Former Notice.*—No. 77-M. of 1921. (*This Office No. 160 of 1921.*)

*Details.*—The following buoys, which were withdrawn during the South-West monsoon, were relaid in their respective positions on the date noted against them:—

Alibag Reef Buoy	...	...	8th October 1921.
Ambalgarh Reef Buoy	...	...	26th September 1921.
Malvan-Rajkat Rocks Buoy	...	14th	„ „
Malvan Harbour Buoy	...	11th	„ „
Malvan Johnston Castle Rock Buoy	...	12th	„ „
Malvan Outer Rock Buoy	...	23rd	„ „
Chaldea Rock Buoy	...	24th	„ „
Bubra Rock Buoy	...	4th October	1921.
Vengurla Harbour South Rock Buoy	...	25th September	1921.
Madeshwar Dart Rock Buoy	...	22nd	„ „
Bhatkal Rock Buoy	...	20th	„ „

*Authority.*—The Commissioner of Customs, Salt and Excise, Camp via Bombay, dated 17th October 1921.

## RED SEA.

*Telegraph Cable Buoys temporarily established. Caution.*

No. 413 (*second publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 115M. of 1921), are republished :—

*Positions.*—(I) Lat.  $29^{\circ} 25' 00''$  N.

Long.  $32^{\circ} 33' 30''$  E.

(II) Lat.  $29^{\circ} 22' 00''$  N.

Long.  $32^{\circ} 39' 30''$  E.

(III) Lat.  $28^{\circ} 32' 30''$  N.

Long.  $33^{\circ} 04' 00''$  E.

(IV) Lat.  $28^{\circ} 29' 00''$  N.

Long.  $33^{\circ} 13' 30''$  E.

(V) Lat.  $28^{\circ} 16' 00''$  N.

Long.  $33^{\circ} 31' 00''$  E.

(VI) Lat.  $28^{\circ} 04' 00''$  N.

Long.  $33^{\circ} 37' 00''$  E.

(VII) Lat.  $27^{\circ} 56' 30''$  N.

Long.  $33^{\circ} 45' 00''$  E.

*Description.*—All these buoys are surmounted with Staff and Flag over Cage and numbers two to six inclusive are light buoys, exhibiting a flashing white light.

*Caution.*—Vessels navigating in the vicinity of the above buoys are requested to give them a wide berth.

*Note.*—Further notice will be given when the buoys have been withdrawn.

*Charts temporarily affected.*—No. 2838, Strait of Jubal (VII).

„ 757, Gulf of Suez.

„ 8a, Red Sea—Sheet I.

„ 2523, Red Sea.

*Authority.*—Eastern Telegraph Company, Bombay, dated 17th October 1921.

## INDIA, WEST COAST—KATHIAWAR COAST.

*Navibandar—Non-existence of wreckage.*

No. 414 (*second publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 116M. of 1921), are republished :—

*Former notice.*—No. 58M. of 1921 (*This Office No. 138 of 1921*) cancelled.

*Position.*—At a distance of about 7 miles,  $178^{\circ}$ , from Navibandar Light.

Lat.  $21^{\circ} 20' N.$ , long.  $69^{\circ} 47\frac{1}{2}' E.$

*Details.*—Further information has been received that the wreckage with mast projecting 14 feet out of water has disappeared.

*Charts, which were temporarily affected.*—No. 1420, Dwarka Point to Din Head.  
 „ 2736, Gulf of Kutch to Viziadrug.  
 „ 826, Karachi to Vengurla.  
 „ 1012, Arabian Sea.

*Authority.*—The Port and Chief Customs Officer, Porbander State, dated 11th October 1921.

### CEYLON, SOUTH COAST.

*Point de Galle—Light re-exhibited.*

*No. 415 (second publication).—*

*Former notice*—No. 327 of 1921.

*Subject.*—The Point de Galle light will be re-exhibited from the 18th October 1921.

*Position.*—Lat.  $6^{\circ} 1' N.$ , long.  $80^{\circ} 13' E.$

*Charts affected.*—No. 819, Approaches to Galle Harbour.

„ 3700, Colombo to Galle.

„ 3265, Galle to Little Basses.

„ 813, Ceylon, south part.

„ 828, Cape Comorin to Cocanada.

„ 70, Bay of Bengal.

*Publications.*—List of Lights, Part VI, 1921, No. 511.

Bay of Bengal Pilot, 1910, page 118.

*Authority.*—Master Attendant, Colombo, Notice dated 17th October 1921.

### BAY OF BENGAL—CHITTAGONG COAST.

*Karnafuli river—Leading marks over Outer Bar inaccurate.*

*No. 416-I (second publication).—*

*Subject.*—It is hereby notified that as the navigable channel at the mouth of the Karnafuli river is rapidly changing, the leading marks over the Outer Bar are not accurate at present.

*Authority.*—Port Officer, Chittagong, Notice dated the 2nd November 1921.

*The 29th October 1921.*

### BAY OF BENGAL—BURMA.

*Mouths of the Irrawaddy—Shoal Depths reported off.*

*No. 399 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1534 of 1921), are republished :—

*Details.*—Shoal depths, considerably less than shown on the charts, are reported to exist as undermentioned :—

(a) Depths of  $4\frac{1}{2}$  fathoms ( $8^m7$ ) between the following positions :—

(i) Lat.  $15^{\circ} 32' 00'' N.$ , long.  $95^{\circ} 44' 00'' E.$

(ii) Lat.  $15^{\circ} 32' 00'' N.$ , long.  $95^{\circ} 38' 00'' E.$

(b) Depths of  $5\frac{1}{2}$  fathoms ( $10^m1$ ) between the following positions :—

(i) Lat.  $15^{\circ} 24' 00'' N.$ , long.  $95^{\circ} 27' 00'' E.$

(ii) Lat.  $15^{\circ} 24' 00'' N.$ , long.  $95^{\circ} 15' 00'' E.$

(c) Depths of 8 fathoms (14<sup>m</sup>6) in the vicinity of the following position :—

Lat. 15° 30' 00" N., long. 94° 50' 14" E.

*Note.*—Notes to the above effect with the year date "(1920)" are to be inserted on the charts in the vicinities referred to.

Attention is also drawn to the existing cautionary notes with regard to the extension of Baragua flats to the southward.

*Charts affected.*—No. 823, Koronge island to White point.

" 830, Bassein river to Pulo Penang.

" 70, Bay of Bengal.

*Publication.*—Bay of Bengal Pilot, 1910, pages 451, 452, 453.

*Authority.*—French Hydrographer and Paris Notice No. 2332 of 1920. (H. 9119-20.)

#### MALACCA STRAIT—PERAK RIVER APPROACH, SEMBILAN ISLANDS.

*White Rock*—Light established.

*No. 400 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1543 of 1921), are republished :—

*Position.*—On White rock, situated at a distance of about 1½ miles north-westward of Pulo Buluh summit.

Lat. 4° 00' N., long. 100° 30' E. (approx.).

*Abridged description.*—Lt. Gp. Fl. (2) ev. 34 sec., 50 ft., vis. 10 m.

*Characteristics :*

*Character.*—Group flashing white showing two flashes every thirty-four seconds, thus :

Flash, 4 sec.	eclipse, 4 sec.	flash, 4 sec.	eclipse, 22 sec.
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*Elevation.*—50 feet (15<sup>m</sup>2).

*Visibility.*—10 miles.

*Structure.*—Iron structure on concrete base.

*Charts affected.*—No. 1009, Approaches to Perak river.

" 794, Pulo Berhala to Cape Rachado.

" 793, Butang group to Pulo Berhala.

" 1355, Malacca strait.

" 2760, Aceh head to Chingkuk bay.

*Publications.*—List of Lights, Part VI, 1921, No. 750a.

China Sea Pilot, Vol. I, 1916, page 201.

*Authority.*—Harbour Master, Port Swettenham. (H. 4843-21.)

#### PERSIAN GULF.

*Shatt-al-Arab, Outer Bar*—Alteration in position of Buoys.

*No. 401 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 111M. of 1921), are republished :—

*Date of Alteration.*—On or about 4th October 1921.

(1) *Amended position of black can buoys.*

(a) No. 3 black can buoy. At a distance of ⅓ Cable, 90°, from the present position.

(b) No. 4 black can buoy. At a distance of ¼ Cable, 90°, from the present position.

(c) No. 5 black can buoy. At a distance of  $\frac{1}{2}$  Cable,  $90^\circ$ , from the present position.

(d) No. 6 black can buoy. At a distance of  $1\frac{1}{2}$  Cables,  $90^\circ$ , from the present position.

*Note.*—The note "reported missing 1920" against the black buoy No. 4, should be expunged.

*Remarks.*—The above buoys in their new position, will be in transit  $335^\circ$ , with No. 2 black can buoy.

(2) *Inner green gas buoy amended position.*

*Position.*—At a distance of 5 Cables,  $90^\circ$ , from the present position.

Lat.  $29^\circ 53\frac{1}{2}'$  N., long.  $48^\circ 39\frac{1}{2}'$  E.

*Details.*—The Inner gas buoy exhibiting a flashing green light has been moved to the above position and it will mark the Eastern or starboard hand side of the channel.

*Charts affected.*—No. 1253, Shatt-al-Arab, Outer Bar to Fao.

„ 1235, Mouth of the Euphrates.

*Publications.*—Persian Gulf Pilot, 1915, page 281, Supplement No. 6, 1921.

Indian List of Lights, 40th issue, 1921, No. 30.

*Authority.*—The Port Officer, Basrah, dated 21st September 1921.

#### INDIA—WEST COAST—KARACHI HARBOUR.

*Manora Point, Breakwater—Light temporarily extinguished.*

No. 402 (*third publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 112M. of 1921), are republished:—

*Position.*—At the end of the Manora breakwater.

Lat.  $24^\circ 47'$  N., long.  $66^\circ 59'$  E.

*Details.*—The white occulting light shown from the end of the Manora breakwater at an elevation of 53 feet, will be temporarily extinguished from 17th October 1921, until further notice.

*Charts temporarily affected.*—No. 40, Karachi Harbour.

„ 41, Cape Monze to Kediwari mouth.

„ 39, Sind and Kutch Coasts.

„ 38, Maskat to Karachi.

„ 826, Karachi to Vengurla.

*Authority.*—The Port Officer, Karachi, Telegram dated 11th October 1921.

#### INDIA—EAST COAST—PAMBAN, NEGAPATAM, CUDDALORE, MASULIPATAM AND BIMLIPATAM.

*Preliminary Notice of alteration of characters of certain Lights.*

No. 403 (*third publication*).—

*Subject.*—On dates to be hereafter fixed early in 1922, the present occulting characters of Pamban, Negapatam, Cuddalore, Masulipatam and Bimlipatam Lighthouses, will be changed to Flashing characters. Full particulars of the new characters, and date of change, will be given here after.

*Authority.*—Presidency Port Officer, Madras, Notice No. 38 of 1921.



INDIA, WEST—TRAVANCORE COAST, KOLACHEL ANCHORAGE.

*Patna rock, red buoy—Replaced in position.*

*No. 404 (third publication).—*

With reference to Notice to Mariners No. 133 of 1921 issued by this office, the Principal Port Officer, Travancore, Alleppey, has given further Notice, dated the 21st September 1921, that the Patna rock, red buoy, has been replaced in position.

INDIA, WEST—TRAVANCORE COAST.

*Entrance to Quilon Inner Anchorage—Buoys replaced in position.*

*No. 405 (third publication).—*

With reference to this Office Notice to Mariners No. 134 of 1921, the Principal Port Officer, Travancore, Alleppey, has given further Notice, dated 3rd October 1921, that the buoys marking the entrance to the inner anchorage, Quilon, have been replaced in position as follows :—

North (red) buoy bears from the Quilon Flagstaff N.  $59^{\circ}$  E. Mag. distance about  $8\frac{1}{2}$  cables.

South (black) buoy bears from the Quilon Flagstaff N.  $33\frac{1}{2}^{\circ}$  E. Mag. distance about  $9\frac{1}{2}$  cables.

The attention of Mariners is drawn to the note appearing on the chart of the Quilon Roads, inset on sheet XII West Coast of India, with reference to these buoys.

*Note.*—The Flagstaff and the tall red chimney of Messrs. Harrison and Crosfield when in one bears N.  $45\frac{1}{2}^{\circ}$  E. Mag. and leads over the South edge of the  $4\frac{1}{2}$ -fathom patch in the entrance channel. The chimney should be kept open slightly to the South when passing through the channel.

BAY OF BENGAL, BURMA—GULF OF MARTABAN, RANGOON RIVER APPROACH.

*China Bakir light—Non-exhibition of.*

*No. 406 (third publication).—*

*Subject.*—From the 1st November 1921 the China Bakir light showing a white fixed and flashing light will cease to be exhibited.

*Position.*—Lat.  $16^{\circ} 17' N.$ , long.  $96^{\circ} 11' E.$

*Charts affected.*—No. 833, Rangoon river and approaches.

„ 830, Bassein river to Pulo Penang.

„ 823, Koronge island to White point.

*Publications.*—List of Lights, Part VI, 1921, No. 643.

Bay of Bengal Pilot, 1910, page 452.

*Authority.*—Principal Port Officer, Burma, Rangoon, telegrams dated 28th and 29th October 1921.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,

*Port Officer of Calcutta.*



# The Calcutta Gazette

WEDNESDAY, NOVEMBER 30, 1921.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

A. E. HAROLD, CAPTAIN, D.S.O., R.N.,

*Port Officer of Calcutta.*

A. MARR,

*Secretary to the Government of Bengal,  
Marine Department.*

CALCUTTA, the 18th November 1921.

### EASTERN ARCHIPELAGO—CELEBES, EAST COAST.

#### *Lasolo Bay—Existence of Reef.*

No. 433 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1696 of 1921), are republished :—

*Position.*—At a distance of about 3½ miles southward of North reef.  
Lat. 3° 34' 30" S., long. 122° 29' 00" E.

*Depth.*—One fathom (1<sup>m</sup>8).

*Remarks.*—There is practically no discoloration in the water to mark this reef..

*Charts affected.*—No. 3148, Salabangka strait and approaches.

„ 3616, Tomori gulf to Salayar strait.

„ 942a, Eastern archipelago—sheet 3.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 484.

*Authority.*—Hague Notices Nos. 1664 and 1790 of 1921. (H. 5310-21)

## CHINA, EAST COAST—FORMOSA STRAIT, HU I TAU BAY ENTRANCE.

*Dodd Island—New Light established.*

*No. 434 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1697 of 1921), are republished :—

*Former Notice.*—No. 998 of 1921 (*This Office No. 281 of 1921*); hereby cancelled.

*Position.*—Lat.  $24^{\circ} 26'$  N., long.  $118^{\circ} 30'$  E. (*approx.*).

*New abridged description.*—Lt. Gp. Fl. (2) *ev. 15 sec., 147 ft., vis. 18m.*

*Details.*—The occulting light with white and red sectors has been replaced by a *group flashing* light, with *white* and *red* sectors, showing *two* flashes in quick succession *every fifteen seconds*.

The power of the light has been increased; the other characteristics remain unaltered.

*Remarks.*—The temporary flashing white light has been discontinued.

*Charts affected.*—No. 1959, Hu i tau and Chimo bays.

„ 1760, The Brothers to Ockseu islands.

„ 1968, Formosa island and strait.

„ 2412, Amoy to Nagasaki.

„ 1262, Hongkong to Gulf of Liau tung.

„ 1263, China sea.

*Publications.*—List of Lights, Part VI, 1921, No. 1544.

China Sea Pilot, Vol. V, 1912, pages 135, 136.

*Authority.*—Shanghai Notice No. 734 of 13th July 1921. (*H. 5294-21.*)

## JAPAN—SHIMONOSEKI KAIKYO.

(1) *Hayatomo Seto—Tidal Light-Buoy established.*

(2) *Gomiyose Su—Light-buoy withdrawn.*

*No. 435 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1698 of 1921), are republished :—

(1) **Hayatomo Seto.**

*Position.*—At a distance of 3.63 cables,  $288^{\circ}$ , from Moji zaki 62-foot  $\Delta$ .

Lat.  $33^{\circ} 58'$  N., long.  $130^{\circ} 57'$  E. (*approx.*).

*Description.*—A conical tidal observation light buoy, painted half white and half red vertically, exhibiting a *fixed* light showing *white* over an arc of  $180^{\circ}$  and *red* over an arc of  $180^{\circ}$  in accordance with the painted colours on the buoy.

*Remarks.*—As the light-buoy is rotated by the streams the arcs of the colours change their bearings; in the case of an east-going stream the light shows *white* towards Hino yama warning signal station, and that of a west-going stream *red* towards the same station, the colours of the buoy corresponding.

(2) **Gomiyose Su.**

*Position.*—Off the south-western side of Gomiyose su (Hamo bank).  
Lat.  $33^{\circ} 56'$  N., long.  $130^{\circ} 53'$  E. (*approx.*).

*Details.*—The light-buoy with occulting green light has been withdrawn.

*Charts affected.*—No. 3114, Moji and Shimonoseki ko. (1).  
„ 1578, Shimonoseki kaikyo.  
„ 532, Approach to Shimonoseki kaikyo.

*Publication.*—Japan Pilot, 1914, pages 570, 574; Supplement No. 5, 1921.

*Authority.*—Tokyo (Department of Communications) Notices Nos. 1143 and 1277 of 1921. (*H. 4817-21.*)

**AUSTRALIA, VICTORIA—PORT PHILLIP.**

*South Channel, Pile Light—Alteration in Sector.*

*No. 436 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1708 of 1921), are republished:—

*Position.*—Lat.  $38^{\circ} 20'$  S., long.  $144^{\circ} 51'$  E. (*approx.*).

*Description.*—An occulting light with white and red sectors.

*Alteration.*—The white sector, visible from the eastward, has been reduced by  $6^{\circ}$  on the southern side, the adjoining red sector being extended by a corresponding arc. The white sector now shows between the bearings  $272^{\circ}$  and  $280^{\circ}$ .

*Charts affected.*—No. 2747, Entrance to Port Phillip.

„ 1171, Port Phillip.

*Publication.*—List of Lights, Part VI, 1921, No. 2432.

*Authority.*—Melbourne Notice No. 5 of 1921. (*H. 5430-21.*)

**PERSIAN GULF.**

*Rak az Zakum—Amendment to Chart No. 2837a.*

*No. 437 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1710 of 1921), are republished:—

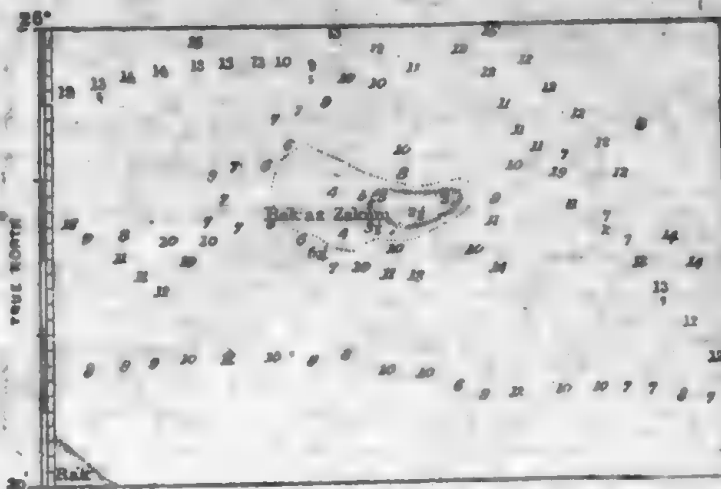
*Position.*—Lat.  $24^{\circ} 49'$  N., long.  $53^{\circ} 46'$  E. (*approx.*).

*Details.*—The accompanying reproduction of a portion of chart No. 2837a shows the necessary corrections to that chart with regard to the bank known as Rak az Zakum and depths in the vicinity.

*Chart affected.*—No. 2837a, Persian gulf—eastern sheet.

*Publication.*—Persian Gulf Pilot, 1915, page 91.

*Authority.*—H.M.S. *Cyclamen*, Hyd. Note No. 6 of 1921. (H. 5230-21.)



Reproduction of Portion of Chart N° 28374

#### JAPAN—GULF OF TOKYO.

##### *Yokohama North Breakwater Light—Alteration in Character.*

*No. 438 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1721 of 1921), are republished:—

*Position.*—On the outer end of the north breakwater.  
Lat.  $35^{\circ} 28' N.$ , long.  $139^{\circ} 40' E.$  (approx.).

*New abridged description.*—Lt. F. Red, 41 ft., vis. 12 m.

*Alteration.*—The character of the light has been altered from occulting red to *fixed red*.

*Remarks.*—The visibility of the light is now 12 miles.

*Charts affected.*—No. 3109, Yokohama bay.

„ 3548, Yokohama to Uraga.

„ 2657, Gulf of Tokyo or Yedo.

„ 996, Kii suido to Tokyo.

„ 3334, Tokyo to Sendai bay.

*Publications.*—List of Lights, Part VI, 1921, No. 2056.

Japan Pilot, 1914, page 206; Supplement No. 5, 1921.

*Authority.*—Tokyo, Department of Communications, Notice No. 1262 of 1921. (H. 5343-21.)

#### NEW ZEALAND, NORTH ISLAND.

##### *Pandora Bank—Reported to have extended; Caution.*

*No. 439 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1728 of 1921), are republished:—

*Position.*—Cape Marie Van Diemen lighthouse, lat.  $34^{\circ} 29' S.$ , long.  $172^{\circ} 39' E.$  (approx.).

*Details.*—It has been reported from the lighthouse that Pandora bank breaks in heavy weather for a distance of about 2 miles further to the north-eastward and about 4 miles further to the eastward and south-eastward than charted.

*Note.*—A broken danger line is to be placed on the chart to include this extension, with the note "*Reported to break (1921).*"

*Caution.*—All vessels should pass outside Pandora bank in heavy weather.

*Charts affected.*—No. 2525, Hokianga to Tutukaka.

„ 215, New Caledonia to New Zealand.

„ 1212, New Zealand.

*Publication.*—New Zealand Pilot, 1919, page 42.

*Authority.*—Wellington Notice No. 34 of 1921. (*H. 5792-21.*)

### PHILIPPINE ISLANDS.

#### *Tikuo Pass—Existence of Shoal.*

*No. 440 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1729 of 1921), are republished:—

*Position.*—At a distance of about 5 miles northward from Port San Jacinto.

Lat.  $12^{\circ} 39' 45''$  N., long.  $123^{\circ} 44' 50''$  E.

*Depth.*—8 fathoms ( $14\frac{1}{2}$ ), sand and rock.

*Charts affected.*—No. 3369, Luzon island to Masbate island.

„ 3370, San Bernardino strait and approaches.

„ 2577, Philippine islands between San Bernardino and Mindoro straits.

„ 943, Molucca passage to Manila.

„ 1263, China sea.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, page 487; Supplement No. 5, 1920.

*Authority.*—U. S. A. Government Chart. (*H. 5305-21.*)

### GULF OF ADEN.

#### *Berbera—Mooring Buoy replaced in position.*

*No. 441 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 122 M. of 1921), are republished:—

*Former Notice.*—No. 57-M of 1919. (*This office No. 268 of 1919.*)

*Position.*—At a distance of about 350 yards  $6^{\circ}$  from Shaab Pier Head.

*Details.*—The white mooring buoy which was reported to have sunk, *vide* N. to M. quoted above has been raised and replaced in the above position.

*Chart affected.*—No. 3530, Berbera.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1921, page 540.

*Authority.*—The Port Officer, Aden, dated 18th October 1921.



## INDIA, WEST COAST.

## DELTA OF THE INDUS.

*Sisa mouth—Beacon fallen.*

*No. 442 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 124 M. of 1921), are republished :—

*Position.*—Lat.  $24^{\circ} 13' 20''$  N., long.  $67^{\circ} 18' 00''$  E.

*Details.*—The Single Spar beacon with 3 planks fixed at the top, which was temporarily erected at the Chan Mouth in 1914, is reported to have fallen.

*Note.*—This beacon is not shewn on the Admiralty Charts.

*Charts which were temporarily affected.*—No. 41, Cape Monze to Kediwari Mouth.  
 „ 39, Sind and Kutch Coasts.  
 „ 826, Karachi to Vengurla.

*Publication.*—West Coast of India Pilot, 1919, page 330.

*Authority.*—Chief Collector of Customs of Sind, dated 29th October 1921.

## INDIA, WEST COAST—DELTA OF THE INDUS.

*Hajamro Mouth—Beacon fallen.*

*No. 443 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 125 M. of 1921), are republished :—

*Position.*—Lat  $24^{\circ} 07' 52''$  N., long.  $67^{\circ} 20' 08''$  E.

*Details.*—The beacon of a mast 50 feet in height, with frame work top mark, consisting of two triangles placed horizontally, points together, on the right bank of the river, is reported to have fallen.

*Charts affected.*—No. 41, Cape Monze to Kediwari Mouth.  
 „ 39, Coasts of Sind and Kutch.  
 „ 826, Karachi to Vengurla.

*Publication.*—West Coast of India Pilot, 1919, page 331.

*Authority.*—Chief Collector of Customs in Sind, dated 29th October 1921.

## INDIA, EAST COAST—CUDDALORE.

*Alteration in Character of Light.*

*No. 444 (first publication).*—The following particulars, etc., relative to the above, issued by the Presidency Port Officer, Madras, in Notice to Mariners (No. 49 of 1921), are republished :—

*Former Notice.*—No. 38 of 1921, dated 23rd September 1921. (*This office No. 403 of 1921.*)

*Subject.*—The alteration in the character of the light at Cuddalore will take place on or after the 1st February 1922, from which date the present occulting light will be discontinued.

*Position.*—Latitude  $11^{\circ} 43' \text{ N.}$

Longitude  $79^{\circ} 46' \text{ E.}$

*Character of Light.*—White Flashing Acetylene Light, giving a single quick flash every three seconds, i.e., flash  $\frac{1}{30}$  second, darkness  $2\frac{2}{3}$  seconds.

*Description of Tower.*—White Tower over square white house.

*Height and Range.*—About 65 feet above High Water Range 12 miles.

*Arc of illumination.*—All direction seaward.

*Charts affected.*—No. 70, Bay of Bengal.

„ 71, Madras to Calimere Point,

„ 828, Cape Comorin to Cocanada.

*Publications.*—Bay of Bengal Pilot, 1910, page 210, List of Light-houses and Light Vessels in British India.

List of Lights, Part VI, 1921, No. 553.

*Remarks.*—Nil.

*Authority.*—Port Officer, Cuddalore.

#### GULF OF ADEN.

CAUTION—Obstruction to navigation.

No. 445 (first publication).—

*Subject.*—The master of the SS. "Gharinda" reports having struck a light obstruction in the following position.

*Position.*—Lat.  $13^{\circ} 24' \text{ N.}$ , long.  $50^{\circ} 35' \text{ E.}$  (By stellar observation.)

*Caution.*—Mariners are hereby warned.

*Charts affected.*—No. 6a, Gulf of Aden, eastern portion.

„ 1012, Arabian sea.

*Authority.*—Marine Superintendent, B. I. S. N. Co., Calcutta, letter dated 17th November 1921.

#### AUSTRALIA—EAST COAST.

*Moreton bay—Removal of south-west Spit buoy.*

No. 446 (first publication).—

The Portmaster, Brisbane, has given notice No. 16 of 1921 that the red buoy marking the South-west Spit, Central Banks, Moreton Bay, will be removed on the 14th November 1921, and will not be re-established.

*Charts affected.*—Nos. 1670 A and B, 1029 and 1066; Australia Pilot, vol. 3, page 98. Queensland Sailing Directions, pages 86 and 89.

#### EASTERN ARCHIPELAGO—NEW GUINEA, NORTH-WEST COAST, SELE STRAIT.

*Doom island—Light established.*

No. 447 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1750 of 1921), are republished:—

*Position.*—On the outer end of a pier which extends 44 yards ( $40\pm 2$ ) from the eastern extremity of Doom island.

Lat.  $0^{\circ} 53' 20'' \text{ S.}$ , long.  $131^{\circ} 14' 00'' \text{ E.}$

*Abridged description.*—Lt. F. Red, 7 ft., vis. 6 m.

*Characteristics:*

*Character.*—Fixed red.

*Elevation.*—7 feet (2<sup>m</sup>).

*Visibility.*—6 miles.

*Remarks.*—The light is obscured to the north-westward when bearing less than 143°.

*Charts affected.*—No. 1416, Sele strait.

„ 3745, Kabu islands to Tanjong Kasbi.

*Publications.*—List of Lights, Part VI, 1921, No. 2773a.

Eastern Archipelago Pilot, Part III, 1911, page 271.

*Authority.*—Hague Notice No. 1553 of 1921. (H. 5380-21.)

PHILIPPINE ISLANDS—TANON STRAIT, NEGROS ISLAND.

*Guigulugan—Light established.*

*No. 448 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1755 of 1921), are republished:—

*Position.*—Lat. 10° 07' 18" N., long. 123° 16' 18" E.

*Abridged description.*—Lt. F. Red, 36 ft., vis. 7 m.

*Characteristics:*

*Character.*—Fixed red.

*Elevation.*—36 feet (11<sup>m</sup>0).

*Visibility.*—7 miles.

*Structure.*—White concrete beacon, 30 feet (9<sup>m</sup>1) in height.

*Charts affected.*—No. 2578, Eastern part of the Sulu or Mindoro sea.

„ 943, Molucca passage to Manila.

*Publications.*—List of Lights, Part VI, 1921, No. 1172a.

Eastern Archipelago Pilot, Part I, 1911, page 378.

*Authority.*—U. S. A. Hyd. Office Notice No. 3276 of 1921. (H. 5380-21.)

INDIA, WEST COAST—MALABAR COAST.

*Mangalore Harbour—Caution.*

*No. 449 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1762 of 1921), are republished:—

*Position.*—Lat. 12° 51' N., long. 74° 50' E. (approx.).

*Caution.*—Considerable changes are reported to have taken place in the appearance and aspect of Mangalore since the date of the survey, and the lighthouse is difficult to distinguish. Caution is therefore necessary when fixing the ship's position or navigating in the vicinity.

*Note.*—A note to the above effect is to be inserted on the chart.

*Chart affected.*—No. 3267, Plan of Mangalore harbour.

*Publication.*—W.C. India Pilot, 1919, page 155.

*Authority.*—H.M.S. Odin, Remark Book, 1920. (H. 8364-20.)

JAPAN—HOKUSHŪ, NORTH COAST.

*Sankeushi Misaki—Decreased Depths reported in vicinity.*

No. 460 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1776 of 1921), are republished :—

*Position*.—Sankeushi misaki, lat.  $44^{\circ} 53'$  N., long.  $142^{\circ} 37'$  E. (*approx.*).

*Caution*.—Less water than charted is reported to exist between the rock, marked "P.D." on the charts, situated in lat.  $44^{\circ} 52'$  N., long.  $142^{\circ} 41'$  E. (*approx.*), and Sankeushi misaki to the northward.

*Note*.—A note "*Shoaler water reported (1921)*" is to be inserted in the above vicinity on the charts.

*Charts affected*.—No. 3600, Plan of Yeshashi anchorage.

„ 452, Hokushū island and La Pérouse strait.

*Publication*.—Japan Pilot, 1914, page 746.

*Authority*.—Tokyo Notice No. 268 of 1921. (*H. 5863-21.*)

JAPAN—SHIMONOSEKI KAIKYO.

*Chuo Suido—Existence of Wreck.*

No. 451 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1777 of 1921), are republished :—

*Position*.—At a distance of 1° 20 miles,  $312^{\circ}$ , from He saki lighthouse. Lat.  $33^{\circ} 58'$  N., long.  $131^{\circ} 00'$  E. (*approx.*).

*Description*.—Sunken wreck of a three-masted sailing vessel.

*Charts affected*.—No. 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

*Authority*.—Tokyo Notice No. 297 of 1921. (*H. 6026-21.*)

NORTH PACIFIC OCEAN.

*Greenwich Islands—Reported to lie further eastward.*

No. 452 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1784 of 1921), are republished :—

*Position on charts*.—Lat.  $1^{\circ} 04'$  N, long.  $154^{\circ} 43'$  E. (*approx.*).

*Details*.—The group of islands known as Greenwich islands are reported to lie about 9 miles further eastward than charted.

*Note*.—A note to the above effect is to be inserted on the charts.

*Charts affected* —No. 2766, North-east coast of New Guinea, &c.

„ 781, Pacific ocean—north-west sheet.

*Publication*.—Pacific Islands Pilot, Vol. I, 1921, page 608.

*Authority*.—Tokyo Notice No. 275 of 1921. (*H. 5866-21.*)

*The 12th November 1921.*

JAVA, NORTH COAST.

*Tanjong Priok Harbour Entrance—Alteration in Character of Light.*

*No. 417 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1620 of 1921), are re-published :—

*Position.*—On outer extremity of eastern breakwater.

Lat.  $6^{\circ} 05' S.$ , long.  $106^{\circ} 53' E.$  (*approx.*)

*New abridged description.*—Lt. Occ. W. R. 42 ft., vis. 11 m.

*Alteration.*—The occulting white light has been replaced by an occulting white light with red sector.

*Remarks.*—The red sector covers the eastern portion of the harbour.

*Note.*—The sectors are not to be shown on the charts.

*Charts affected.*—No. 933, Batavia roads.

„ 2056, Sunda strait.

„ 1653, Island of Java—western portion.

*Publications.*—List of Lights, Part VI, 1921, No. 885.

Eastern Archipelago Pilot, Part II, 1913, page 92.

*Authority.*—Hague Notice No. 1435 of 1921. (*H. 4944/21.*)

GULF OF OMAN—ARABIAN COAST.

*Maskat Island—Light to be expunged from the Charts.*

*No. 418 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1634 of 1921), are re-published :—

*Position.*—On point situated at a distance of about 2 cables south-eastward of Ras Maskat.

Lat.  $23^{\circ} 38' N.$ , long.  $58^{\circ} 36' E.$  (*approx.*)

*Details.*—The flashing white light shown on the charts in the above position, which is no longer exhibited, is to be expunged; the note “Lt. Ho. (*disused*)” is to be substituted on the large scale chart No. 2869.

*Charts affected.*—No. 2869, Maskat and Al Matrah.

„ 10c, Maskat to Ras Sukra.

„ 38, Maskat to Karachi.

„ 2837a, Persian gulf—eastern sheet.

*Publications.*—List of Lights, Part VI, 1921, No. 290.

Persian Gulf Pilot, 1915, page 43 ; Supplement No. 6 1921.

*Authority.*—Hydrographic Department. (*H. 4408/21.*)

INDIAN OCEAN—CEYLON.

*Colombo W/T Station—Areas where Communication is ineffective or unreliable.*

*No. 419 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1635 of 1921), are re-published—

*Position.*—Colombo W/T station, lat.  $6^{\circ} 55' N.$ , long.  $79^{\circ} 53' E.$  (*approx.*)

*Call signal.*—VPB.

*Details.*—The normal range of Colombo W/T station is 400 miles by day and 800 miles by night; but when conditions are favourable these distances are considerably exceeded.

There are, however, areas within the normal range of the station in which, for reasons not yet precisely determined, it is not feasible to ensure proper communication.

The following are the areas in which communication is not possible at any time—

- (1) A line joining the following approximate positions—

(a)	Lat. 5 20 N., long. 79 40 E.
(b)	" 10 40 N., " 81 00 E.
(c)	" 12 00 N., " 81 30 E.
(d)	" 11 00 N., " 83 35 E.
(e)	" 6 20 N., " 82 10 E.

and thence to position (a).

- (2) A line joining the following approximate positions—

(a)	Lat. 14 10 N., long. 73 40 E.
(b)	" 8 00 N., " 76 40 E.
(c)	" 7 00 N., " 76 30 E.
(d)	" 8 20 N., " 70 00 E.
(e)	" 9 40 N., " 70 20 E.

and thence to position (a).

The following are the areas in which indifferent communication is only possible at any time—

- (3) A line joining the following approximate positions—

(a)	Lat. 1 20 N., long. 83 00 E.
(b)	" 8 40 N., " 83 45 E.
(c)	" 11 40 N., " 90 05 E.
(d)	" 0 35 N., " 90 10 E.

and thence to position (a).

- (4) A line joining the following approximate positions—

(a)	Lat. 9 40 N., long. 70 20 E.
(b)	" 10 35 N., " 64 15 E.
(c)	" 9 20 N., " 64 00 E.
(d)	" 8 20 N., " 70 00 E.

and thence to position (a).

*Publications.*—West Coast of India Pilot, 1921, page 99.

Bay of Bengal Pilot, 1910, page 102; Supplement No. 5, 1920.

*Authority.*—Colombo Port Commission. (H. 4938/21.)

## WESTERN AUSTRALIA, NORTH-WEST COAST—KING SOUND.

*FitzRoy River Approach—Obstruction reported.*

*No. 420 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1637 of 1921), are re-published:—

*Position.*—At a distance of about 2½ miles north-westward of the northern end of the Outer Rip shoal.

Lat. 17° 03' 30" S., long. 123° 28' 30" E.



*Description.*—A submerged obstruction over which there is a depth of about  $2\frac{1}{2}$  fathoms ( $4^m6$ ).

*Note.*—The above depth is to be encircled by a danger line on the charts and marked with the note "*Obstruction repd. (1921).*"

*Charts affected.*—No. 1052, Hall point to Cape Bertholet, including King sound, etc.

„ 1048, Buccaneer archipelago to Bedout island.

„ 475, North-west coast of Australia.

*Publication.*—Australia Pilot, Vol. V, 1921, page 235.

*Authority.*—Fremantle Notice dated 8th June 1921. (*H. 5134-21.*)

#### PHILIPPINE ISLANDS.

*Basilan Strait—Shoal to be expunged from Charts.*

*No. 421 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1652 of 1921), are republished:—

*Position.*—At a distance of about 3 miles southward of the southern end of Santa Cruz (Great) island.

Lat.  $6^{\circ} 48' N.$ , long.  $122^{\circ} 04' E.$  (*approx.*).

*Details.*—The shoal over which a depth of less than 4 fathoms ( $7^m3$ ) was reported in the year 1899 is to be expunged from the charts.

*Charts affected.*—No. 961, Basilan strait.

„ 928, Sulu archipelago.

„ 2576, Sulu Archipelago and north-east coast of Borneo.

„ 943, Molucca passage to Manila.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, page 245.

*Authority.*—U. S. A. Government Chart. (*H. 4427-21.*)

#### BAY OF BENGAL—NICOBAR ISLANDS, ST. GEORGE'S CHANNEL.

*Kondul and Mencha' Islands—Shoal Water reported westward of.*

*No. 422 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1666 of 1921), are republished:—

*Position.*—(a) Kondul island, lat.  $7^{\circ} 13' N.$ , long.  $93^{\circ} 42' E.$  (*approx.*).  
(b) Menchal island, lat.  $7^{\circ} 24' N.$ , long.  $93^{\circ} 45' E.$

*Caution.*—(a) A depth of 6 fathoms ( $11^m0$ ) has been obtained about  $1\frac{1}{2}$  miles westward of Kondul island, and shoal water appeared to extend over a considerable area in this locality.

A cautionary note "*6 fms. repd. probably less water (1921)*" is to be inserted to the westward of Kondul island, on the plan of St. George's channel on chart No. 840.

(b) Depths of  $6\frac{1}{2}$  fathoms ( $11^m9$ ) have been obtained between Menchal and Little Nicobar islands, where 21 and 30 fathoms are shown on the chart; shoal water is reported to extend across the channel between these two islands.

A cautionary note "*Shoal water repd. (1921)*" is to be inserted on the chart.

*Charts affected.*—No. 840, Nicobar islands, with plan.

„ 830, Bassein river to Pulo Penang.

*Publication.*—Bay of Bengal Pilot, 1910, pages 377, 378, 379.

*Authority.*—Director, Royal Indian Marine. (*H. 5452-21.*)

## RED SEA—SUEZ BAY.

*Suez Canal Entrance and approach—Corrections to Chart No. 734 with regard to Lighting and Buoyage.*

No. 423 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1675 of 1921), are republished:—

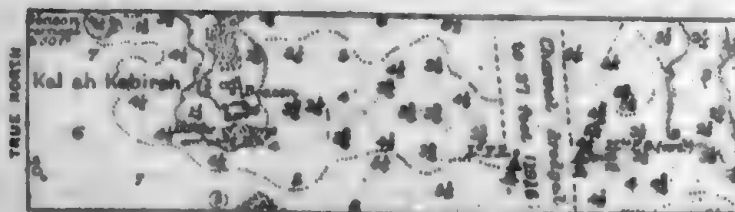
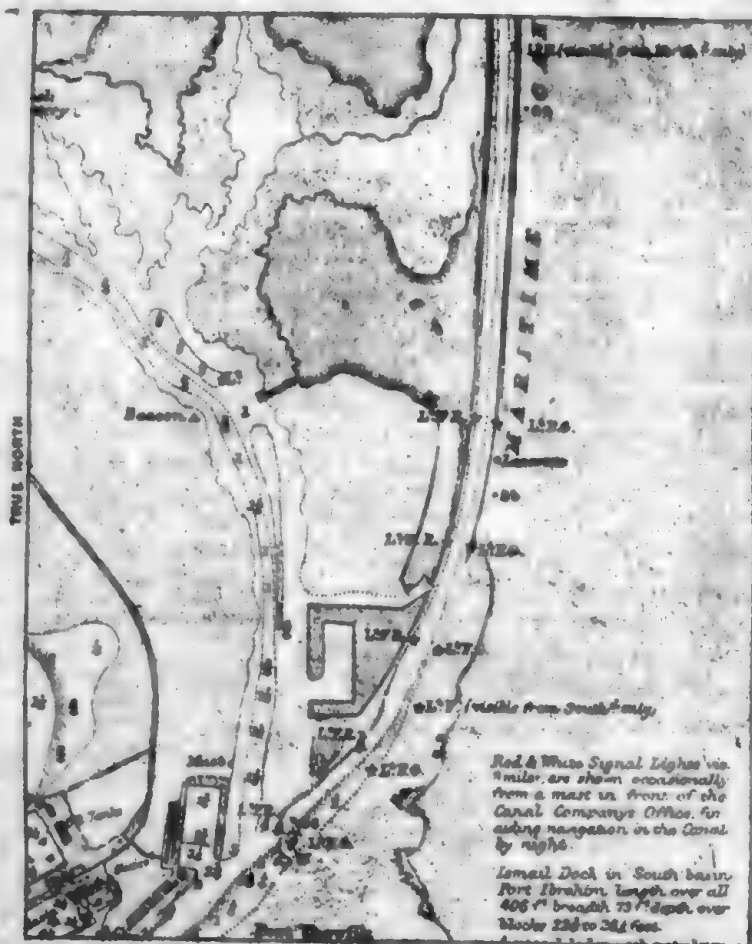
*Position.*—Kal ah Kebireh beacon, lat.  $29^{\circ} 55' N.$ , long.  $32^{\circ} 32' E$  (approx.).

*Details.*—The accompanying reproduction of portions of chart No. 734 shows the necessary corrections to that chart with regard to lights and light-buoys in the southern entrance to Suez Canal and the positions of light-buoys in the dredged channel eastward of Kal ah Kebireh.

*Chart affected.*—No. 734, Suez bay.

*Publication.*—Red Sea, &c., Pilot, 1921, pages 75, 76.

*Authority.*—Suez Canal Company. (H. 5301-21.)



Reproduction of Portions of Chart No. 734

10 Cables 5 0 Sea Mile 1

## JAPAN, INLAND SEA—KURUSIMA NO SETO.

*Kono Se Light—Alteration in Character.*

No. 424 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1682 of 1921), are republished :—

*Position.*—Lat.  $34^{\circ} 08' N.$ , long  $132^{\circ} 59' E.$  (approx.).

*New abridged description.*—Lt. Gp. Fl. (2) W. R. ev. 6 sec., 27 ft., vis. 10 m. (U).

*Alteration.*—The character of the light has been altered from fixed white and red to group flashing, with white and red sectors, showing two flashes every six seconds, thus :

Two flashes	eclipse
2 sec.	4 sec.

*Charts affected.*—No. 131, Kurusima no seto.

„ 83, Gogo shima to Miyo shima.

„ 3325, Channels between Neko seto and Mekari seto.

„ 2875, Naikai (Seto uchi) or Inland sea.

*Publications.*—List of Lights, Part VI, 1921, No. 1959.

Japan Pilot, 1914, pages 332, 333.

*Authority.*—Tokyo, Department of Communications Notices Nos. 1181 and 1280 of 1921. (H. 5083-21.)

## JAPAN—KAZAN OR VOLCANO ISLANDS.

*Iwo Jima (Sulphur Island), East Coast—Rocks and Breakers, reported off.*

No. 425 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1683 of 1921), are republished :—

*Position.*—Higashi iwa, lat.  $24^{\circ} 47' N.$ , long.  $141^{\circ} 23' E.$  (approx.).

*Details.*—Breakers and rocks above water have been observed extending from Higashi iwa to Iwo jima. Breakers have also been observed extending for a short distance from a point on the south-eastern side of the island about one mile southward of Furu yama summit. Mariners are warned accordingly.

*Note.*—Notes with regard to the breakers and rocks reported are to be inserted on the chart in the localities mentioned and marked with the year date “1921.”

*Chart affected.*—No. 1100, Plan of Iwo jima.

*Publication.*—Japan Pilot, 1914, page 38.

*Authority.*—U. S. Hyd. Office Notice No. 2964 of 1920. (H. 6551-20.)

## CHINA SEA—SINGAPORE STRAIT.

(1) *Old Strait—Lights to be established.*

(2) *Calder Harbour—Existence of rock.*

(3) *Red Cliff Bank—Shoal eastward of.*

No. 426 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1689 of 1921), are republished :—

(1) **Old Strait.**

*Date of establishment.*—Shortly.

(a) *Position.*—Off the south-eastern extremity of Pulo Ketam.

Lat.  $1^{\circ} 23' 52'' N.$ , long.  $103^{\circ} 57' 25'' E.$

(b) *Position.*—Off the western extremity of Pulo Ubin.

Lat.  $1^{\circ} 25' 18'' N.$ , long.  $103^{\circ} 55' 30'' E.$

(c) *Position*.—At a distance of about half a mile eastward of the south-eastern extremity of Pulo Khatib Bongsu.  
Lat.  $1^{\circ} 26' 20''$  N., long.  $103^{\circ} 52' 22''$  E.

(d) *Position*.—On the northern side of the strait, between Sungai Lunchu and Sungai Sinibong.

Lat.  $1^{\circ} 28' 33''$  N., long.  $103^{\circ} 49' 38''$  E.

*Abridged descriptions*.—Lt. Fl. ev. 3 sec. 6 ft. (U), in each case.

*Character*.—In each case *flashing white every three seconds*, thus:

Flash	eclipse.
1 sec.	2 sec.

*Elevation*.—6 feet ( $1^m8$ ).

*Structures*.—Iron framework.

*Remarks*.—The lights will be unwatched.

*Note*.—No further Notice will be given.

## (2) Calder Harbour.

*Position*.—At a distance of 0.98 of a mile,  $282^{\circ}$ , from the beacon on Johor hill.

Lat.  $1^{\circ} 23'$  N., long.  $104^{\circ} 05'$  E. (*approx.*).

*Depth*.— $2\frac{1}{2}$  fathoms ( $4^m6$ ).

## (3) Red Cliff Bank.

*Position*.—At a distance of 3.80 miles,  $098^{\circ}$ , from Tanah Merah Besar summit.

Lat.  $1^{\circ} 21'$  N., long.  $104^{\circ} 02'$  E. (*approx.*).

*Depth*.— $2\frac{1}{2}$  fathoms ( $5^m0$ ).

*Remarks*.—From the above position, which is the easternmost point of a triangular-shaped shoal, depths of 3 fathoms ( $5^m5$ ) or less extend for distances of about 4 cables in north-westerly and south-westerly directions.

*Charts affected*.—No. 2403, Singapore strait.

„ 2757, Banka strait to Singapore. (2) and (3).

„ 3543, Approaches to Singapore. (2) and (3).

„ 1355, Malacca strait. (2) and (3).

*Publications*.—List of Lights, Part VI, 1921, No. 791 (Remarks).

China Sea Pilot, Vol. I, 1916, pages 286, 289, 300 to 302.

*Authority*.—Hydrographic Department. (H. 5254, 5457 & 5458-21.)

## INDIA, WEST COAST—BOMBAY HARBOUR.

*Buoy Marking western limit of Spoil Ground Replaced by an "Aga" Gas Buoy.*

No. 427 (*second publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 118M. of 1921), are republished:—

*Date of exhibition*.—25th October 1921.

*Position*.—At a distance of  $6\frac{1}{2}$  cables  $211^{\circ}$  from Karanja Beacon at the Western limit of Spoil Ground, former buoy has now been removed.

*Abridged description*.—Lt. Fl. Red. ev. 7 sec. vis. 6m.

*Description*.—A conical buoy painted red exhibiting a red light thus:—

Light	Eclipse.
1 Sec.	6 Sec.

*Visibility.*—6 Miles in clear weather.

*Remarks.*—The buoy is an "Aga" Standard design.

*Variation.*—Nil.

*Charts affected.*—No. 2621, Bombay Harbour.

„ 655, Port of Bombay.

„ 737, Arnala Island to Kundari Island.

*Publications.*—West Coast of India Pilot, 1919, page 222.

Indian List of Lights, 40th issue, 1921, page 22.

*Authority.*—The Port Officer, Bombay, dated 25th October 1921.

#### PERSIAN GULF.

*Shatt-al-Arab*—Light Vessel temporarily replaced by a light buoy.

*No. 428 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 119M. of 1921), are republished :—

*Former Notice* No. 108M. of 1921. (*This Office* No. 394 of 1921.)

*Position.*—Lat.  $29^{\circ} 44' N.$ , long.  $48^{\circ} 48' E.$

*Details.*—A Light Buoy, painted red, exhibiting a fixed white light has been placed in the position of the Shatt-al-Arab Light Vessel, which was notified to be temporarily withdrawn for repairs on the 25th October 1921.

*Charts temporarily affected.*—No. 1253, Shatt-al-Arab, Outer Bar to Fao.

„ 1235, Mouth of the Euphrates.

*Authority.*—The Commanding Officer, R. I. M. S. "Nearchus" Telegram dated 25th October 1921.

#### INDIA, WEST COAST—KARACHI HARBOUR.

*Manora Point*—Breakwater light re-exhibited.

*No. 429 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 120M. of 1921), are republished :—

*Former Notice*—No. 112-M. of 1921. (*This Office* No. 402 of 1921.)

*Position.*—At the end of the Manora breakwater.

Lat.  $24^{\circ} 47' N.$ , long.  $66^{\circ} 59' E.$

*Details.*—The white occulting light shown from the end of the Manora breakwater which was reported temporarily extinguished, has been re-exhibited.

*Charts which were temporarily affected.*—No. 40, Karachi Harbour.

„ 41, Cape Monze to Kediwari Mouth.

„ 39, Sind and Kutch Coasts.

„ 38, Maskat to Karachi.

„ 826, Karachi to Vengurla.

*Authority.*—The Port Officer, Karachi, Telegram, dated 28th October 1921.

INDIA, WEST COAST.

*Karachi Harbour—Outer Gas Buoy Light re-exhibited.*

*No. 430 (second publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 121-M. of 1921), are republished :—

*Former Notice—*No. 81-M. of 1921. (*This Office No. 181 of 1921.*)

*Position.—*At a distance of about  $3\frac{7}{10}$  Cables eastward of the light on the end of the Manora Breakwater.

Lat.  $24^{\circ} 47' N.$ , long.  $67^{\circ} 59\frac{1}{2}' E.$

*Details.—*The occulting red Light, exhibited from the Outer red Conical buoy, which was reported not burning has been re-exhibited.

*Charts which were temporarily affected.—*No. 40, Karachi Harbour.  
 „ 41, Cape Monze to Kediwari Mouth.

*Authority.—*The Port Officer, Karachi, Telegram, dated 28th October 1921.

INDIA, SOUTH COAST—GULF OF MANAR.

*No. 431 (second publication).—*

*Caution. Tuticorin Roadstead—Danger to navigation.*

*Former Notice.—*No. 370 of 1921.

*Subject.—*The Marine Boiler reported to have been sunk in the following position has not been found and therefore may constitute a danger to navigation.

*Position.—*Hare island light N.  $86^{\circ} W.$  (True).  
 Church island church N.  $25^{\circ} W.$  (True).

*Caution.—*Mariners are hereby warned.

*Charts affected.—*No. 68a, Palk strait and Gulf of Manar, Sheet 1.  
 „ 67, Tuticorin Roadstead and harbour.

*Authority.—*Madras Notice No. 43, dated 21st October 1921.

BAY OF BENGAL.—BURMA COAST.

*No. 432 (second publication).—*

*Caution. Report of derelict Brigantine “Hydrobandooli.”*

*Subject.—*Brigantine “Hydrobandooli” reported abandoned off Diamond Island on 8th November 1921 and drifting in a N. W. direction.

The Master of the SS. “Shahjehan” reports having sighted on the 10th November 1921 the derelict “Hydrobandooli” mastless and rudderless in the following position :—

*Position.—*Lat.  $16^{\circ} 17' N.$ , long.  $93^{\circ} 40' E.$

*Subject.—*On the 11th November 1921 derelict was sighted in the following position :—

*Position.—*Lat.  $16^{\circ} 27' N.$ , long.  $93^{\circ} 17' E.$

*Caution.—*Mariners are hereby warned that this derelict constitutes a danger to Shipping.

*Charts affected.—*No. 829, Cocanada to Bassein river.  
 „ 70, Bay of Bengal.

*Authority.—*Principal Port Officer, Burma, Rangoon, telegrams dated 8th, 10th and 12th November 1921.



*The 7th November 1921.*

## CHINA SEA.

*Gaspar Strait, Northern Approach—Amended Position and Depth of Rock; Existence of Wreck.*

*No. 407 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1577 of 1921), are republished:—

## (1) Amended position and depth of rock:

*Former Notice.*—No. 1505 of 1921. (*This Office No. 391 of 1921.*)

*Position.*—At a distance of about 46 miles northward of Langkuas island light and close north-eastward of the reported position given in the former Notice.  
Lat.  $1^{\circ} 46' 12''$  S., long.  $107^{\circ} 31' 30''$  E.

*Details.*—Further information has been received that there is a depth of  $2\frac{1}{2}$  fathoms ( $4^m 1$ ) over this rock.

*Note.*—The position of this rock and the depth are to be amended on the charts, and the 10-fathom shoal formerly shown in lat.  $1^{\circ} 47' 20''$  S., long.  $107^{\circ} 31' 00''$  E., is to be re-inserted.

## (2) Existence of wreck:

*Position.*—At a distance of about 3 miles south-eastward of the  $2\frac{1}{2}$ -fathom rock referred to above.

Lat.  $1^{\circ} 48' 30''$  S., long.  $107^{\circ} 33' 40''$  E. (*approx.*).

*Description.*—Sunken wreck.

*Charts affected.*—No. 2149, Banka and Gaspar straits.

„ 941a, Eastern archipelago—sheet 1.

„ 1263, China sea (1).

„ 748b, Indian ocean—northern portion. (1).

*Publication.*—China Sea Pilot, Vol. II, 1915, page 185.

*Authority.*—Hague Notice No. 1562 of 1921. (*H. 5373-21.*)

## CELEBES, WEST COAST—MAKASSAR STRAIT.

*Cape Mandar (Tanjong Rangasa) Light—Amended Details.*

*No. 408 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1581 of 1921), are republished:—

*Former Notice.*—No. 1134 of 1921. (*This Office No. 309 of 1921.*)

*Position.*—Lat.  $3^{\circ} 34'$  S., long.  $118^{\circ} 56'$  E. (*approx.*).

*New abridged description.*—Lt. Gp. Fl. ev. 10 sec., 308 ft. vis. 24 m.

*Details.*—This group flashing white light has an elevation of 308 feet ( $93^m 9$ ) and is visible for a distance of 24 miles; the arc of visibility is from  $258^{\circ}$  through west to  $147^{\circ}$ .

*Charts affected.*—No. 2662, Plan of Majene road and Balangnipa road.

„ 2637, South part of the Strait of Makassar.

„ 941b, Eastern archipelago—sheet II.

*Publications.*—List of Lights, Part VI, 1921, No. 1023.

Eastern Archipelago Pilot, Part II, 1913, page 403.

*Authority.*—Hague Notice No. 1438 of 1921. (*H. 4947-21.*)

JAPAN—HOKUSHŪ ISLAND.

*Suisho and Go Yo Mai Channels—Existence of Shoals.*

No. 409 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1583 of 1921), are republished:—

(1) Suisho channel:

(a) *Position*.—At a distance of 3 miles, 021°, from the 133-foot ▲ at the western end of Yuru jima.

Yuru jima 133-ft. ▲, lat. 43° 24' N., long. 146° 02' E. (approx.).

*Depth*.—2½ fathoms (4<sup>m</sup>6).

(b) *Position*.—At a distance of 1·67 miles, 325°, from Yuru jima 133-foot ▲.

*Depth*.—3½ fathoms (6<sup>m</sup>4).

(2) Go yo mai channel:

*Position*.—At a distance of 7·44 cables, 347°, from Noshap saki light-house.

Lat. 43° 24' N., long. 145° 49' E. (approx.).

*Depth*.—2½ fathoms (4<sup>m</sup>1).

*Charts affected*.—No. 1268, Go yo mai channel.

„ 507, Go yo mai channel to Nemoro kaikyo. (2).

„ 452, Hokushū island. (1) (a).

*Publication*.—Japan Pilot, 1914, pages 731, 732, 734.

*Authority*.—Tokyo Notice No. 248 of 1921. (H. 5420-21.)

SOUTH ATLANTIC AND INDIAN OCEANS.

*W-T Stations discontinued.*

No. 410 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1597 of 1921), are republished:—

*Former Notice*.—No. 1473 of 1921. (This Office No. 387 of 1921.)

(1) The undermentioned Admiralty W-T station has been permanently discontinued:—

Station.

Position.

Mauritius ... Lat. 20° 10' S., long. 57° 35' E. (approx.).

*Remarks*.—The above station is to be expunged from the charts.

(2) The undermentioned Admiralty W-T station has been temporarily discontinued:—

Station.

Position.

Falkland islands

(Stanley) ... Lat. 51° 41' S., long. 57° 49' W. (approx.).

Falkland islands (Stanley) will be permanently discontinued immediately the new colonial station on Falkland islands commences operating.

*Note*.—This station is to be re-inserted on the charts with the note “Temporarily discontinued, 1921.”

*Charts affected*.—No. 2202b, South Atlantic ocean—western portion. (2).

„ 748a, Indian ocean—southern portion. (1).

„ 3778, Telegraph chart of The World—sheet 1. (2).

„ 3779, Telegraph chart of The World—sheet 2. (1).

*Publication.*—South America Pilot, Part I, 1911, page 538; Supplement No. 5, 1920.

*Authority.*—The Lords Commissioners of the Admiralty. (H. 4588-21.)

### PERSIAN-GULF—KUWAIT HARBOUR.

#### *Ras-al-Arz (Ardh)—Beacon collapsed.*

*No. 411 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 113M of 1921), are republished:—

*Position.*—Lat. 29° 21' N., long. 48° 06' E.

*Details.*—The black pyramidal beacon 32 feet high surmounted by a black ball, on the extreme of Ras-al-Arz has collapsed.

*Note.*—A mast with disc has been temporarily erected on the site.

*Remarks.*—The temporary fixed white light visible 7 miles, exhibited from the beacon, has now been placed on the roof of the Care-taker's house 35 yards southward of the ruined beacon.

*Charts affected.*—No. 22, Kuwait Harbour.

„ 2837b, Persian Gulf, Western Sheet.

*Publications.*—Persian Gulf Pilot, 1915, page 148, Supplement No. 6, 1921.

Indian List of Lights, 40th issue, 1921, No. 24.

List of Lights, Part VI, 1921, No. 303.

*Authority.*—Resident, Bushire, Telegram, dated 13th October 1921.

### INDIA—WEST COAST.

#### *Buoys between Alibag and Bhatkal relaid.*

*No. 412 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 114M. of 1921), are republished:—

*Former Notice.*—No. 77-M. of 1921. (This Office No. 160 of 1921.)

*Details.*—The following buoys, which were withdrawn during the South-West monsoon, were relaid in their respective positions on the date noted against them:—

Alibag Reef Buoy ...	...	8th October 1921.
Ambalgarh Reef Buoy ...	...	26th September 1921.
Malvan-Rajkat Rocks Buoy ...	...	14th „ „
Malvan Harbour Buoy ...	...	11th „ „
Malvan Johnston Castle Rock Buoy ...	...	12th „ „
Malvan Outer Rock Buoy ...	...	23rd „ „
Chaldea Rock Buoy ...	...	24th „ „
Bubra Rock Buoy ...	...	4th October 1921.
Vengurla Harbour South Rock Buoy ...	...	25th September 1921.
Madeshwar Dart Rock Buoy ...	...	22nd „ „
Bhatkal Rock Buoy ...	...	20th „ „

*Authority.*—The Commissioner of Customs, Salt and Excise, Camp via Bombay, dated 17th October 1921.

RED SEA.

*Telegraph Cable Buoys temporarily established. Caution.*

No. 413 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 115M. of 1921), are republished :—

- Positions.*—(I) Lat.  $29^{\circ} 25' 00''$  N.  
Long.  $32^{\circ} 33' 30''$  E.  
(II) Lat.  $29^{\circ} 22' 00''$  N.  
Long.  $32^{\circ} 39' 30''$  E.  
(III) Lat.  $28^{\circ} 32' 30''$  N.  
Long.  $33^{\circ} 04' 00''$  E.  
(IV) Lat.  $28^{\circ} 29' 00''$  N.  
Long.  $33^{\circ} 13' 30''$  E.  
(V) Lat.  $28^{\circ} 16' 00''$  N.  
Long.  $33^{\circ} 31' 00''$  E.  
(VI) Lat.  $28^{\circ} 04' 00''$  N.  
Long.  $33^{\circ} 37' 00''$  E.  
(VII) Lat.  $27^{\circ} 56' 30''$  N.  
Long.  $33^{\circ} 45' 00''$  E.

*Description.*—All these buoys are surmounted with Staff and Flag over Cage and numbers two to six inclusive are light buoys, exhibiting a flashing white light.

*Caution.*—Vessels navigating in the vicinity of the above buoys are requested to give them a wide berth.

*Note.*—Further notice will be given when the buoys have been withdrawn.

*Charts temporarily affected.*—No. 2838, Strait of Jubal (VII).

„ 757, Gulf of Suez.

„ 8a, Red Sea—Sheet I.

„ 2523, Red Sea.

*Authority.*—Eastern Telegraph Company, Bombay, dated 17th October 1921.

INDIA, WEST COAST—KATHIAWAR COAST.

*Navibandar—Non-existence of wreckage.*

No. 414 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 116M. of 1921), are republished :—

*Former notice.*—No. 58M. of 1921 (*This Office No. 138 of 1921*) cancelled.

*Position.*—At a distance of about 7 miles,  $178^{\circ}$ , from Navibandar Light.

Lat.  $21^{\circ} 20'$  N., long.  $69^{\circ} 47\frac{1}{2}'$  E.

*Details.*—Further information has been received that the wreckage with mast projecting 14 feet out of water has disappeared.

*Charts, which were temporarily affected.*—No. 1420, Dwarka Point to Diu Head.  
 „ 2736, Gulf of Kutch to Viziadrag.  
 „ 826, Karachi to Vengurla.  
 „ 1012, Arabian Sea.

*Authority.*—The Port and Chief Customs Officer, Porbander State, dated 11th October 1921.

### CEYLON, SOUTH COAST.

*Point de Galle—Light re-exhibited.*

*No. 415 (third publication).—*

*Former notice*—No. 327 of 1921.

*Subject.*—The Point de Galle light will be re-exhibited from the 18th October 1921.

*Position.*—Lat.  $6^{\circ} 1' N.$ , long.  $80^{\circ} 13' E.$

*Charts affected.*—No. 819, Approaches to Galle Harbour.  
 „ 3700, Colombo to Galle.  
 „ 3265, Galle to Little Busses.  
 „ 813, Ceylon, south part.  
 „ 828, Cape Comorin to Cocanada.  
 „ 70, Bay of Bengal.

*Publications.*—List of Lights, Part VI, 1921, No. 511.  
 Bay of Bengal Pilot, 1910, page 118.

*Authority.*—Master Attendant, Colombo, Notice dated 17th October 1921.

### BAY OF BENGAL—CHITTAGONG COAST.

*Karnafuli river—Leading marks over Outer Bar inaccurate.*

*No. 418-I (third publication).—*

*Subject.*—It is hereby notified that as the navigable channel at the mouth of the Karnafuli river is rapidly changing, the leading marks over the Outer Bar are not accurate at present.

*Authority.*—Port Officer, Chittagong, Notice dated the 2nd November 1921.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.

*Port Officer of Calcutta.*



# The Calcutta Gazette

WEDNESDAY, DECEMBER 7, 1921.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,

*Port Officer of Calcutta.*

A. MARR, -

*Secretary to the Government of Bengal,  
Marine Department.*

CALCUTTA, the 25th November 1921.

### INDIA, EAST COAST—NEGAPATAM

#### *Alteration in Character of Light.*

*No. 453 (first publication).*—The following particulars, etc., relative to the above, issued by the Presidency Port Officer, Madras, in Notice to Mariners (No. 51 of 1921), are republished:—

*Former Notice.*—No. 38 of 1921, dated 23rd September 1921. (*This Office No. 403 of 1921.*)

*Subject.*—The alteration in the character of the light at Negapatam will take place on or after the 15th February 1922, from which date the present occulting light will be discontinued.

*Position.*—Latitude  $10^{\circ} 45' N.$

Longitude  $79^{\circ} 51' E.$

*Character of Light.*—White Flashing Acetylene Light, giving two quick flashes every six seconds, i.e., flash  $\frac{1}{10}$  second, short darkness  $1 \frac{1}{10}$  second, long darkness 4 seconds.

*Description of Tower.*—Masonry tower Painted White.



*Height and Range.*—About 80 feet above high water. Range 14 miles,

*Arc of Illumination.*—All direction seaward.

*Charts affected.*—No. 70, Bay of Bengal.

„ 71, Madras to Calimere Point.

„ 828, Cape Comorin to Cocanada.

*Publications.*—Bay of Bengal Pilot of 1910, page 203.

List of Lighthouses and Light Vessels in British India.

List of Lights, Part VI, 1921, No. 551.

*Authority.*—Port Officer, Negapatam.

#### INDIA, EAST COAST—BIMLIPATAM.

##### *Alteration in Character of Light.*

*No. 454 (first publication).*—The following particulars, etc., relative to the above, issued by the Presidency Port Officer, Madras, in Notice to Mariners (No. 52 of 1921), are republished :—

*Former Notice.*—No. 38 of 1921, dated 23rd September 1921. (*This Office No. 403 of 1921.*)

*Subject.*—The alteration in the character of the light at Bimlipatam will take place on or after the 1st April 1922, from which date the present occulting light will be discontinued.

*Position.*—Latitude 17° 53' N.

Longitude 83° 27' E.

*Character of Light.*—White Flashing Acetylene Light, giving one single quick flash every 3 seconds, i.e.,  $\frac{1}{10}$  flash and  $2\frac{7}{10}$  darkness.

*Description of Tower.*—Masonry Tower.

*Height and Range.*—About 35 feet above high water. Range 11 miles.

*Arc of Illumination.*—All direction seaward.

*Charts affected.*—No. 70, Bay of Bengal,

„ 829, Cocanada to Bassein River.

„ 1424, Bimlipatam to Gopalpore.

„ 1711, Narsapur Point to Bimlipatam.

*Publications.*—Bay of Bengal Pilot of 1910, page 252.

List of Lighthouses and Light Vessels in British India.

List of Lights, Part VI, 1921, No. 575.

*Authority.*—Port Officer, Vizagapatam.

#### INDIA, EAST COAST—PAMBAN.

##### *Alteration in Character of Light.*

*No. 455 (first publication).*—The following particulars, etc., relative to the above, issued by the Presidency Port Officer, Madras, in Notice to Mariners (No. 53 of 1921), are republished :—

*Former Notice.*—No. 38 of 1921, dated 23rd September 1921. (*This Office No. 403 of 1921.*)

*Subject.*—The alteration in the character of the Light at Pamban will take place on or after the 1st March 1922, from which date the present occulting light will be discontinued.

*Position.*—Latitude  $9^{\circ} 17' N$ .

Longitude  $79^{\circ} 13' E$ .

*Character of Light.*—White flashing acetylene Light giving three quick flashes every nine seconds, i.e.,  $\frac{2}{10}$  flash,  $1\frac{2}{10}$  short darkness and  $5\frac{1}{10}$  long darkness.

*Description of Tower.*—Masonry Tower painted white.

*Height and Range.*—About 97 feet above high water. Range 14 miles.

*Arc of Illumination.*—All direction seaward.

*Charts affected.*—No. 70, Bay of Bengal.

„ 68a, Palk Strait and Gulf of Manar.

„ 69, Gulf of Manar—Pamban Pass.

„ 3581, Approaches to Pamban Pass.

„ 828, Cape Comorin to Cocanada.

*Publications.*—Bay of Bengal Pilot of 1910, page 182.

List of Lighthouses and Light vessels in British India.

List of Lights, Part VI, 1921, No. 542.

*Authority.*—Port Officer, Pamban.

#### INDIA, EAST COAST—MASULIPATAM.

##### *Alteration in Character of Light.*

*No. 456 (first publication).*—The following particulars, etc., relative to the above, issued by the Presidency Port Officer, Madras, in Notice to Mariners (No. 54 of 1921), are republished:—

*Former Notice.*—No. 38 of 1921, dated 23rd September 1921. (*This Office No. 403 of 1921*)

*Subject.*—The alteration in the character of the light at Masulipatam will take place on or after the 15th March 1922 from which date the present occulting light will be discontinued.

*Position.*—Latitude  $16^{\circ} 10' N$ .

Longitude  $81^{\circ} 11' E$ .

*Character of Light.*—White flashing Acetylene Light, giving three quick flashes every 9 seconds, i.e.,  $\frac{2}{10}$  flash,  $1\frac{2}{10}$  short darkness and  $5\frac{1}{10}$  long darkness.

*Description of Tower.*—White Masonry tower.

*Height and Range.*—About 33 feet above high water. Range 11 miles.

*Arc of Illumination.*—All direction seaward

*Charts affected.*—No. 70, Bay of Bengal.

„ 828, Cape Comorin to Cocanada.

„ 1894, Ramapatnam to Narsapur Point.

*Publications.*—Bay of Bengal Pilot of 1910, page 273.

List of Lighthouses and Light Vessels in British India.

List of Lights, Part VI, 1921, No. 571.

*Authority.*—Port Officer, Cocanada.

## GULF OF ADEN—JUBITI NORTHERN APPROACH.

*Gulf of Tajura—Information with regard to Buoyage.*

*No. 457 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 127M. of 1921), are republished :—

## (1) Mashah Island Buoy re-established.

*Former Notice.*—No. 106M. of 1921. (*This office No. 383 of 1921.*)

*Position.*—At a distance of about  $2\frac{1}{2}$  miles  $271^{\circ}$  from the Mashah Island Light-house and about  $\frac{1}{2}$  of a mile,  $185^{\circ}$  from its former charted position.

Lat.  $11^{\circ} 43' N.$ , long.  $43^{\circ} 10\frac{1}{2}' E.$

*Details.*—The black buoy which was previously reported as missing, *vide N to M* quoted above, has now been replaced in the above position.

*Remarks.*—This buoy is now useless as an aid to navigation and if relied on will lead vessels into difficulties.

## (2) Jubiti Bay—Buoy removed.

*Position.*—About 2 Cables Northward of Plateau du Heron.

Lat.  $11^{\circ} 36' 50'' N.$ , long.  $43^{\circ} 09' 35'' E.$

*Details.*—The white can buoy in the above position has been removed or has sunk.

*Chart affected.*—No. 253, Jebel Jan to Shab Kulangarit with Plan.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1921, pages 524-526.

*Authority.*—The Port Officer, Aden, dated 19th October 1921.

## GULF OF ADEN—BERBERA.

*Shaab Pier Light extinguished.**Caution with regard to approaching Berbera.*

*No. 458 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 128M. of 1921), are republished :—

## (1) Shaab Pier Light extinguished.

*Position.*—On Shaab Pier head.

Lat.  $10^{\circ} 26\frac{1}{2}' N.$ , long.  $45^{\circ} 14' E.$

*Details.*—The fixed white and green light visible 2 miles, exhibited from the Shaab Pier head is no longer exhibiting and should be expunged from the publications.

## (2) Caution with regard to approaching Berbera.

*Position.*—Of the fixed white light near the old light-house.

Lat.  $10^{\circ} 25' N.$ , long.  $44^{\circ} 59' E.$

*Details.*—Great care is necessary for a stranger approaching Berbera at night as owing to the frequent dust storms the visibility of the fixed white light from a mast near the old light-house is not to be depended on, further more during the trading season (from October to March) dhows frequently anchor close in shore in the vicinity of the light-house making it very difficult at times to distinguish between their anchor lights and the fixed light.

*Chart affected.*—No. 3530, Berbera.

*Publications.*—List of Lights, Part VI. 1921, No. 257.

Indian List of Lights, 40th issue, 1921, No. 2.

Red Sea and Gulf of Aden Pilot, 1921, page 542.

*Authority.*—The Port Officer, Aden, dated 19th October 1921.

#### GULF OF ADEN—ZEILA ROADSTEAD AND APPROACHES.

##### *Caution with regard to Discoloured water.*

*No. 459 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 129M. of 1921), are republished:—

*Position.*—Aibat island beacon, Lat.  $11^{\circ} 31' N.$ , long.  $43^{\circ} 28\frac{1}{2}' E.$

*Caution.*—Discoloured water is reported to exist westward of a line drawn from the white beacon on Aibat island, in a direction  $133^{\circ}$  (S.  $44^{\circ} E.$  Mag.) to the southern point of Sea Gull shoal.

The water is very much discoloured making it impossible to distinguish between the deep and shoal water, as may easily be done to seaward and in the most of the adjacent bays.

*Variation.*— $3^{\circ} W.$

*Charts affected.*—No. 919, Plan of Zeila roadstead.

„ 253, Jebel Jan to Shaab Kulangarit.

„ 8e, Red Sea Sheet-V.

„ 6b, Gulf of Aden, Western portion.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1921, page 532.

*Authority.*—The Port Officer, Aden, dated 19th October 1921.

#### RED SEA.

##### *Telegraph Cable Buoys removed.*

*No. 460 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 130M. of 1921), are republished:—

*Former Notice.*—No. 115-M. of 1921. (*This office No. 413 of 1921.*)

*Positions.*—(1) Lat.  $29^{\circ} 25' 00'' N.$   
Long.  $32^{\circ} 33' 30'' E.$

(2) Lat.  $29^{\circ} 22' 00'' N.$   
Long.  $32^{\circ} 39' 30'' E.$

(3) Lat.  $28^{\circ} 32' 30'' N.$   
Long.  $33^{\circ} 04' 00'' E.$

(4) Lat.  $28^{\circ} 29' 00'' N.$   
Long.  $33^{\circ} 13' 30'' E.$

(5) Lat.  $28^{\circ} 16' 00'' N.$   
Long.  $33^{\circ} 31' 00'' E.$

(6) Lat.  $28^{\circ} 04' 00'' N.$   
Long.  $33^{\circ} 37' 00'' E.$

(7) Lat.  $27^{\circ} 56' 30'' N.$   
Long.  $33^{\circ} 45' 00'' E.$

*Details.*—The buoys in the above mentioned positions which were temporarily laid in connection with the telegraph cable work in the Red Sea, have been withdrawn.

*Charts which were temporarily affected.*—No. 2838, Strait of Jubal.

„ 757, Gulf of Suez.

„ 8a, Red Sea—Sheet I.

„ 2523, Red Sea.

*Authority.*—The Eastern Telegraph Company, Bombay, dated 24th October 1921.

#### BAY OF BENGAL. BURMA—BASSEIN RIVER ENTRANCE.

*Diamond island—Baroni rock buoy.*

*No. 461 (first publication).*—

*Former Notice.*—No. 127 of 1921.

*Subject.*—The lighted gas buoy marking the Baroni rock has been replaced by an unlighted spherical buoy painted black with a white horizontal band.

*Charts affected.*—No. 834, Bassein river and approaches  
„ 3772, Calventuras to Bassein river.  
„ 823, Koronge island to White point.

*Publication.*—Bay of Bengal Pilot, 1910, page 447; Supplement No. 5 of 1920.

*Authority.*—Port Officer, Bassein, Burma, Notice, dated 17th November 1921.

#### BAY OF BENGAL—BURMA COAST.

*Bassein river entrance—Buoy established.*

*No. 462 (first publication).*—

*Subject.*—A black can buoy has been laid in 4 fathoms L. W. O. S. with Diamond island flagstaff 260°, distant 4 cables.

*Position.*—Lat. 15° 51' 50" N., long. 94° 17' 20" E.

*Charts affected.*—No. 834, Bassein river and approaches.  
„ 3772, Calventuras to Bassein river.  
„ 823, Koronge island to White point.

*Publication.*—Bay of Bengal Pilot, 1910, page 447.

*Authority.*—Port Officer, Bassein, Burma, Notice, dated 18th November 1921.

#### BAY OF BENGAL—BURMA COAST.

*Derelict Brigantine "Adrosbandooli" salved.*

*No. 463 (first publication).*—

*Former Notice.*—No. 432 of 1921.

*Subject.*—The derelict Brigantine "Adrosbandooli" reported in the above Notice as "Hydrobandooli" has since been salved and is no longer a danger to shipping.

*Authority.*—Principal Port Officer, Burma, Rangoon, telegram, dated 24th November 1921.

*The 18th November 1921.*

**EASTERN ARCHIPELAGO—CELEBES, EAST COAST.**

*Lasolo Bay—Existence of Reef.*

**No. 433 (second publication).**—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1696 of 1921), are republished:—

**Position.**—At a distance of about 3½ miles southward of North reef.  
Lat. 3° 34' 30" S., long. 122° 29' 00" E.

**Depth.**—One fathom (1<sup>m</sup>8).

**Remarks.**—There is practically no discoloration in the water to mark this reef.

**Charts affected.**—No. 3148, Salabangka strait and approaches.

„ 3616, Tomori gulf to Salayar strait.

„ 942a, Eastern archipelago—sheet 3.

**Publication.**—Eastern Archipelago Pilot, Part II, 1913, page 481.

**Authority.**—Hague Notices Nos. 1664 and 1790 of 1921. (H. 5310-21)

**CHINA, EAST COAST—FORMOSA STRAIT, HU I TAU BAY ENTRANCE.**

*Dodd Island—New Light established.*

**No. 434 (second publication).**—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1697 of 1921), are republished:—

**Former Notice.**—No. 998 of 1921 (*This Office No. 281 of 1921*); hereby cancelled.

**Position.**—Lat. 21° 26' N., long. 118° 30' E. (*approx.*).

**New abridged description.**—Lt. Gp. Fl. (2) *ev. 15 sec., 147 ft., vis. 18m.*

**Details.**—The occulting light with white and red sectors has been replaced by a *group flashing* light, with *white* and *red* sectors, showing *two* flashes in quick succession *every fifteen seconds*.

The power of the light has been increased; the other characteristics remain unaltered.

**Remarks.**—The temporary flashing white light has been discontinued.

**Charts affected.**—No. 1959, Hu i tau and Chimo bays.

„ 1760, The Brothers to Ockseu islands.

„ 1968, Formosa island and strait.

„ 2412, Amoy to Nagasaki.

„ 1262, Hongkong to Gulf of Liau tung.

„ 1263, China sea.

**Publications.**—List of Lights, Part VI, 1921, No. 1544.

China Sea Pilot, Vol. V, 1912, pages 135, 136.

**Authority.**—Shanghai Notice No. 734 of 13th July 1921. (H. 5294-21.)

**JAPAN—SHIMONOSEKI KAIKYO.**

(1) *Hayatomo Seto—Tidal Light-Buoy established.*

(2) *Gomiyose Su—Light-buoy withdrawn.*

**No. 435 (second publication).**—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1698 of 1921), are republished:—

**(1) Hayatomo Seto.**

**Position.**—At a distance of 3·53 cables, 288°, from Moji zaki 62-foot ▲.

Lat. 33° 58' N., long. 130° 57' E. (*approx.*).

**Description.**—A conical tidal observation light buoy, painted half white and half red vertically, exhibiting a *fixed* light showing *white* over an arc of 180° and *red* over an arc of 180° in accordance with the painted colours on the buoy.



*Remarks.*—As the light-buoy is rotated by the streams the arcs of the colours change their bearings; in the case of an east-going stream the light shows *white* towards Hino yama warning signal station, and that of a west-going stream *red* towards the same station, the colours of the buoy corresponding.

## (2) Gomiyose Su.

*Position.*—Off the south-western side of Gomiyose su (Hamo bank).  
Lat.  $33^{\circ} 56'$  N., long.  $130^{\circ} 53'$  E. (*approx.*).

*Details.*—The light-buoy with occulting green light has been withdrawn.

*Charts affected.*—No. 3114, Moji and Shimonoseki ko (1).

„ 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

*Publication.*—Japan Pilot, 1914, pages 570, 574; Supplement No. 5, 1921.

*Authority.*—Tokyo (Department of Communications) Notices Nos. 1143 and 1277 of 1921: (*H. 4817-21.*)

## AUSTRALIA, VICTORIA—PORT PHILLIP.

### *South Channel, Pile Light—Alteration in Sector.*

*No. 436 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1708 of 1921), are republished:—

*Position.*—Lat.  $38^{\circ} 20'$  S., long.  $144^{\circ} 51'$  E. (*approx.*).

*Description.*—An occulting light with *white* and *red* sectors.

*Alteration.*—The *white* sector, visible from the eastward, has been reduced by  $6^{\circ}$  on the southern side, the adjoining *red* sector being extended by a corresponding arc. The *white* sector now shows between the bearings  $272^{\circ}$  and  $280^{\circ}$ .

*Charts affected.*—No. 2747, Entrance to Port Phillip.

„ 1171, Port Phillip.

*Publication.*—List of Lights, Part VI, 1921, No. 2432.

*Authority.*—Melbourne Notice No. 5 of 1921. (*H. 5430-21.*)

## PERSIAN GULF.

### *Rak az Zakum—Amendment to Chart No. 2837a.*

*No. 437 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1710 of 1921), are republished:—

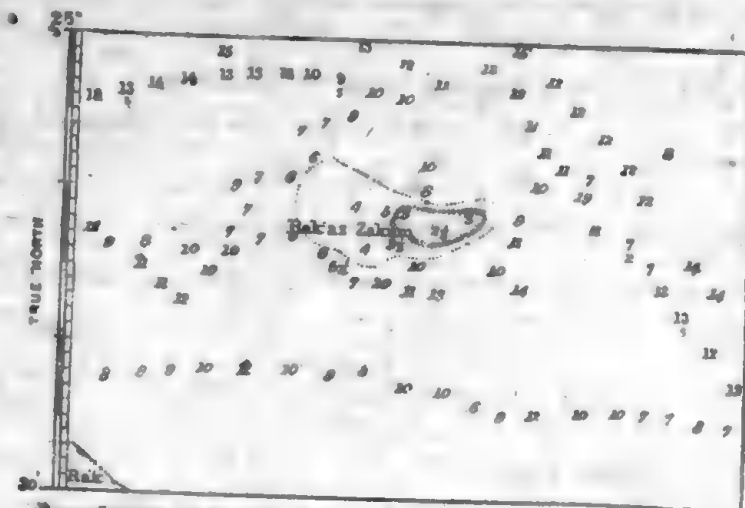
*Position.*—Lat.  $24^{\circ} 49'$  N., long.  $53^{\circ} 46'$  E. (*approx.*).

*Details.*—The accompanying reproduction of a portion of chart No. 2837a shows the necessary corrections to that chart with regard to the bank known as Rak az Zakum and depths in the vicinity.

*Chart affected.*—No. 2837a, Persian gulf—eastern sheet.

*Publication.*—Persian Gulf Pilot, 1915, page 91.

*Authority.*—H.M.S. *Cyclamen*, Hyd. Note No. 6 of 1921. (H. 5230-21.)



Reproduction of Portion of Chart No. 28374

#### JAPAN—GULF OF TOKYO.

*Yokohama North Breakwater Light—Alteration in Character.*

No. 438 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1721 of 1921), are republished:—

*Position.*—On the outer end of the north breakwater.

Lat.  $35^{\circ} 28' N.$ , long.  $139^{\circ} 40' E.$  (approx.).

*New abridged description.*—Lt. F. Red, 41 ft., vis. 12 m.

*Alteration.*—The character of the light has been altered from occulting red to fixed red.

*Remarks.*—The visibility of the light is now 12 miles.

*Charts affected.*—No. 3109, Yokohama bay.

„ 3548, Yokohama to Uraga.

„ 2657, Gulf of Tokyo or Yedo.

„ 996, Kii suido to Tokyo.

„ 3334, Tokyo to Sendai bay.

*Publications.*—List of Lights, Part VI, 1921, No. 2056.

Japan Pilot, 1914, page 206; Supplement No. 5, 1921.

*Authority.*—Tokyo, Department of Communications, Notice No. 1262 of 1921. (H. 5343-21.)

#### NEW ZEALAND, NORTH ISLAND.

*Pandora Bank—Reported to have extended, Caution.*

No. 439 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1728 of 1921), are republished:—

*Position.*—Cape Marie Van Diemen lighthouse, lat.  $34^{\circ} 29' S.$ , long.  $172^{\circ} 39' E.$  (approx.).

*Details.*—It has been reported from the lighthouse that Pandora bank breaks in heavy weather for a distance of about 2 miles further to the north-eastward and about 4 miles further to the eastward and south-eastward than charted.

*Note.*—A broken danger line is to be placed on the chart to include this extension, with the note "*Reported to break (1921)*."

*Caution.*—All vessels should pass outside Pandora bank in heavy weather.

*Charts affected.*—No. 2525, Hokianga to Tutukaka.

„ 215, New Caledonia to New Zealand.

„ 1212, New Zealand.

*Publication.*—New Zealand Pilot, 1919, page 42.

*Authority.*—Wellington Notice No. 34 of 1921. (H. 5792-21.)

### PHILIPPINE ISLANDS.

#### *Tikao Pass—Existence of Shoal.*

*No. 440 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1729 of 1921), are republished:—

*Position.*—At a distance of about 5 miles northward from Port San Jacinto.

Lat.  $12^{\circ} 39' 45''$  N., long.  $123^{\circ} 44' 50''$  E.

*Depth.*—8 fathoms ( $14\frac{1}{2}$ ), sand and rock.

*Charts affected.*—No. 3369, Luzon island to Masbate island.

„ 3370, San Bernardino strait and approaches.

„ 2577, Philippine islands between San Bernardino and Mindoro straits.

„ 943, Molucca passage to Manila.

„ 1263, China sea.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, page 487; Supplement No. 5, 1920.

*Authority.*—U. S. A. Government Chart. (H. 5305-21.)

### GULF OF ADEN.

#### *Berbera—Mooring Buoy replaced in position.*

*No. 441 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 122 M. of 1921), are republished:—

*Former Notice.*—No. 57-M of 1919. (*This office No. 268 of 1919.*)

*Position.*—At a distance of about 350 yards  $6^{\circ}$ , from Shaab Pier Head.

*Details.*—The white mooring buoy which was reported to have sunk, *vide* N. to M. quoted above has been raised and replaced in the above position.

*Chart affected.*—No. 3530, Berbera.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1921, page 540.

*Authority.*—The Port Officer, Aden, dated 18th October 1921.

INDIA, WEST COAST.

DELTA OF THE INDUS.

*Sisa mouth—Beacon fallen.*

*No. 442 (second publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 124 M. of 1921), are republished :—

*Position.*—Lat.  $24^{\circ} 13' 20''$  N., long.  $67^{\circ} 18' 00''$  E.

*Details.*—The Single Spar beacon with 3 planks fixed at the top which was temporarily erected at the Chan Mouth in 1914, is reported to have fallen.

*Note.*—This beacon is not shewn on the Admiralty Charts.

*Charts which were temporarily affected.*—No. 41, Cape Monze to Kediwari Mouth.  
 „ 39, Sind and Kutch Coasts.  
 „ 826, Karachi to Vengurla.

*Publication.*—West Coast of India Pilot, 1919, page 330.

*Authority.*—Chief Collector of Customs of Sind, dated 29th October 1921.

INDIA, WEST COAST—DELTA OF THE INDUS.

*Hajamro Mouth—Beacon fallen.*

*No. 443 (second publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 125 M. of 1921), are republished :—

*Position.*—Lat  $24^{\circ} 07' 52''$  N., long.  $67^{\circ} 20' 08''$  E.

*Details.*—The beacon of a mast 50 feet in height, with frame work top mark, consisting of two triangles placed horizontally, points together, on the right bank of the river, is reported to have fallen.

*Charts affected.*—No. 41, Cape Monze to Kediwari Mouth.  
 „ 39, Coasts of Sind and Kutch.  
 „ 826, Karachi to Vengurla.

*Publication.*—West Coast of India Pilot, 1919, page 331.

*Authority.*—Chief Collector of Customs in Sind, dated 29th October 1921.

INDIA, EAST COAST—CUDDALORE.

*Alteration in Character of Light.*

*No. 444 (second publication).—*The following particulars, etc., relative to the above, issued by the Presidency Port Officer, Madras, in Notice to Mariners (No. 49 of 1921), are republished :—

*Former Notice.*—No. 38 of 1921, dated 23rd September 1921. (*This office No. 403 of 1921.*)

*Subject.*—The alteration in the character of the light at Cuddalore will take place on or after the 1st February 1922, from which date the present occulting light will be discontinued.

*Position.*—Latitude  $11^{\circ} 43' N$ .

Longitude  $79^{\circ} 46' E$ .

*Character of Light.*—White Flashing Acetylene Light, giving a single quick flash every three seconds, i.e., flash  $\frac{1}{10}$  second, darkness  $2\frac{7}{10}$  seconds.

*Description of Tower.*—White Tower over square white house.

*Height and Range.*—About 65 feet above High Water Range 12 miles.

*Arc of illumination.*—All direction seaward.

*Charts affected.*—No. 70, Bay of Bengal.

„ 71, Madras to Calimere Point.

„ 828, Cape Comorin to Cocanada.

*Publications.*—Bay of Bengal Pilot. 1910, page 210, List of Light-houses and Light Vessels in British India.

List of Lights, Part VI, 1921, No. 553.

*Remarks.*—Nil.

*Authority.*—Port Officer, Cuddalore.

#### GULF OF ADEN.

*CAUTION—Obstruction to navigation.*

*No. 445 (second publication).—*

*Subject.*—The master of the SS. "Gharinda" reports having struck a light obstruction in the following position.

*Position.*—Lat.  $13^{\circ} 24' N$ , long.  $50^{\circ} 35' E$ . (By stellar observation.)

*Caution.*—Mariners are hereby warned.

*Charts affected.*—No. 6a, Gulf of Aden, eastern portion.

„ 1012, Arabian sea.

*Authority.*—Marine Superintendent, B. I. S. N. Co., Calcutta, letter dated 17th November 1921.

#### AUSTRALIA—EAST COAST.

*Moreton bay—Removal of south-west Spit buoy.*

*No. 446 (second publication).—*

The Portmaster, Brisbane, has given notice No. 16 of 1921 that the red buoy marking the South-west Spit, Central Banks, Moreton Bay, will be removed on the 14th November 1921, and will not be re-established.

*Charts affected.*—Nos. 1670 A and B, 1029 and 1066; Australia Pilot, vol. 3, page 98. Queensland Sailing Directions, pages 86 and 89.

#### EASTERN ARCHIPELAGO—NEW GUINEA, NORTH-WEST COAST, SELE STRAIT.

*Doom island—Light established.*

*No. 447 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1750 of 1921), are republished :—

*Position.*—On the outer end of a pier which extends 44 yards ( $40\frac{1}{2}$ ) from the eastern extremity of Doom island.

Lat.  $0^{\circ} 53' 20'' S$ , long.  $131^{\circ} 14' 00'' E$ .

*Abridged description.*—Lt. F. Red, 7 ft., vis. 6 m.

**Characteristics:**

*Character.*—Fixed red.

*Elevation.*—7 feet (2<sup>m</sup>1).

*Visibility.*—6 miles.

*Remarks.*—The light is obscured to the north-westward when bearing less than 143°.

*Charts affected.*—No. 1416, Sele strait.

„ 3745, Kabu islands to Tanjong Kasbi.

*Publications.*—List of Lights, Part VI, 1921, No. 2773a.

Eastern Archipelago Pilot, Part III, 1911, page 271.

*Authority.*—Hague Notice No. 1553 of 1921. (H. 5380-21.)

**PHILIPPINE ISLANDS—TANON STRAIT, NEGROS ISLAND.**

*Guijulugan—Light established.*

*No. 448 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1755 of 1921), are republished:—

*Position.*—Lat. 10° 07' 18" N., long. 123° 16' 18" E.

*Abridged description.*—Lt. F. Red, 36 ft., vis. 7 m.

**Characteristics:**

*Character.*—Fixed red.

*Elevation.*—36 feet (11<sup>m</sup>0).

*Visibility.*—7 miles.

*Structure.*—White concrete beacon, 30 feet (9<sup>m</sup>1) in height.

*Charts affected.*—No. 2578, Eastern part of the Sulu or Mindoro sea.

„ 943, Molucca passage to Manila.

*Publications.*—List of Lights, Part VI, 1921, No. 1172a.

Eastern Archipelago Pilot, Part I, 1911, page 378.

*Authority.*—U. S. A. Hyd. Office Notice No. 3276 of 1921. (H. 5880-21.)

**INDIA, WEST COAST—MALABAR COAST.**

*Mangalore Harbour—Caution.*

*No. 449 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1762 of 1921), are republished:—

*Position.*—Lat. 12° 51' N., long. 74° 50' E. (approx.).

*Caution.*—Considerable changes are reported to have taken place in the appearance and aspect of Mangalore since the date of the survey, and the lighthouse is difficult to distinguish. Caution is therefore necessary when fixing the ship's position or navigating in the vicinity.

*Note.*—A note to the above effect is to be inserted on the chart.

*Chart affected.*—No. 3267, Plan of Mangalore harbour.

*Publication.*—W.C. India Pilot, 1919, page 155.

*Authority.*—H.M.S. Odin, Remark Book, 1920. (H. 8364-20.)



## JAPAN—HOKUSHŪ, NORTH COAST.

*Sankeushi Misaki—Decreased Depths reported in vicinity.*

*No. 450 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1776 of 1921), are republished :—

*Position.*—Sankeushi misaki, lat.  $44^{\circ} 53'$  N., long.  $142^{\circ} 37'$  E. (approx.).

*Caution.*—Less water than charted is reported to exist between the rock, marked "P.D." on the charts, situated in lat.  $44^{\circ} 52'$  N., long.  $142^{\circ} 41'$  E. (approx.), and Sankaushi misaki to the northward.

*Note.*—A note "Shoaler water reported (1921)" is to be inserted in the above vicinity on the charts.

*Charts affected.*—No. 3600, Plan of Yeshashi anchorage.

„ 452, Hokushū island and La Pérouse strait.

*Publication.*—Japan Pilot, 1914, page 746.

*Authority.*—Tokyo Notice No. 268 of 1921. (H. 5863-21.)

## JAPAN—SHIMONOSEKI KAIKYO.

*Chuo Suido—Existence of Wreck.*

*No. 451 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1777 of 1921), are republished :—

*Position.*—At a distance of 1·20 miles,  $312^{\circ}$ , from Hesakaki lighthouse. Lat.  $33^{\circ} 58'$  N., long.  $131^{\circ} 00'$  E. (approx.).

*Description.*—Sunken wreck of a three-masted sailing vessel.

*Charts affected.*—No. 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

*Authority.*—Tokyo Notice No. 297 of 1921. (H. 6026-21.)

## NORTH PACIFIC OCEAN.

*Greenwich Islands—Reported to lie further eastward.*

*No. 452 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1784 of 1921), are republished :—

*Position on charts.*—Lat.  $1^{\circ} 04'$  N., long.  $154^{\circ} 43'$  E. (approx.).

*Details.*—The group of islands known as Greenwich islands are reported to lie about 9 miles further eastward than charted.

*Note.*—A note to the above effect is to be inserted on the charts.

*Charts affected.*—No. 2766, North-east coast of New Guinea, &c.

„ 781, Pacific ocean—north-west sheet.

*Publication.*—Pacific Islands Pilot, Vol. I, 1921, page 608.

*Authority.*—Tokyo Notice No. 275 of 1921. (H. 5866-21.)

*The 12th November 1921.*

JAVA, NORTH COAST.

*Tanjong Priok Harbour Entrance—Alteration in Character of Light.*

No. 417 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1620 of 1921), are republished :—

*Position.*—On outer extremity of eastern breakwater.

Lat.  $6^{\circ} 05' S.$ , long.  $106^{\circ} 53' E.$  (approx.)

*New abridged description.*—Lt. Occ. W. R. 42 ft., vis. 11 m.

*Alteration.*—The occulting white light has been replaced by an occulting white light with red sector.

*Remarks.*—The red sector covers the eastern portion of the harbour.

*Note.*—The sectors are not to be shown on the charts.

*Charts affected.*—No. 933, Batavia roads.

„ 2056, Sunda strait.

„ 1653, Island of Java—western portion.

*Publications.*—List of Lights, Part VI, 1921, No. 885.

Eastern Archipelago Pilot, Part II, 1913, page 92.

*Authority.*—Hague Notice No. 1435 of 1921. (H. 4944/21).

GULF OF OMAN—ARABIAN COAST.

*Muskat Island—Light to be expunged from the Charts.*

No. 418 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1634 of 1921), are republished :—

*Position.*—On point situated at a distance of about 2 cables south-eastward of Ras Maskat.

Lat.  $23^{\circ} 38' N.$ , long.  $58^{\circ} 36' E.$  (approx.).

*Details.*—The flashing white light shown on the charts in the above position, which is no longer exhibited, is to be expunged; the note “Lt. Ho. (disused)” is to be substituted on the large scale chart No. 2869.

*Charts affected.*—No. 2869, Maskat and Al Matrah.

„ 10c, Maskat to Ras Sukra.

„ 38, Maskat to Karachi.

„ 2837a, Persian gulf—eastern sheet.

*Publications.*—List of Lights, Part VI, 1921, No. 290.

Persian Gulf Pilot, 1915, page 43; Supplement No. 6 1921.

*Authority.*—Hydrographic Department. (H. 4408/21).

INDIAN OCEAN—CEYLON.

*Colombo W/T Station—Areas where Communication is ineffective or unreliable.*

No. 419 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1635 of 1921), are republished—

*Position.*—Colombo W/T station, lat.  $6^{\circ} 55' N.$ , long.  $79^{\circ} 53' E.$  (approx.).

*Call signal.*—VPB.

**Details.**—The normal range of Colombo W/T station is 400 miles by day and 800 miles by night; but when conditions are favourable these distances are considerably exceeded.

There are, however, areas within the normal range of the station in which, for reasons not yet precisely determined, it is not feasible to ensure proper communication.

The following are the areas in which communication is not possible at any time—

- (1) A line joining the following approximate positions—

(a)	Lat.	5 20 N.,	long.	79 40 E.
(b)	"	10 40 N.,	"	81 00 E.
(c)	"	12 00 N.,	"	81 30 E.
(d)	"	11 00 N.,	"	83 35 E.
(e)	"	6 20 N.,	"	82 10 E.

and thence to position (a).

- (2) A line joining the following approximate positions—

(a)	Lat.	14 10 N.,	long.	73 40 E.
(b)	"	8 00 N.,	"	76 40 E.
(c)	"	7 00 N.,	"	76 30 E.
(d)	"	8 20 N.,	"	70 00 E.
(e)	"	9 40 N.,	"	70 20 E.

and thence to position (a).

The following are the areas in which indifferent communication is only possible at any time—

- (3) A line joining the following approximate positions—

(a)	Lat.	1 20 N.,	long.	83 00 E.
(b)	"	8 40 N.,	"	83 45 E.
(c)	"	11 40 N.,	"	90 05 E.
(d)	"	0 35 N.,	"	90 10 E.

and thence to position (a).

- (4) A line joining the following approximate positions—

(a)	Lat.	9 40 N.,	long.	70 20 E.
(b)	"	10 35 N.,	"	64 15 E.
(c)	"	9 20 N.,	"	64 00 E.
(d)	"	8 20 N.,	"	70 00 E.

and thence to position (a).

**Publications.**—West Coast of India Pilot, 1921, page 99.

Bay of Bengal Pilot, 1910, page 102; Supplement No. 5, 1920.

**Authority.**—Colombo Port Commission. (H. 4938/21.)

#### WESTERN AUSTRALIA, NORTH-WEST COAST—KING SOUND.

##### *FitzRoy River Approach—Obstruction reported.*

**No. 420 (third publication).**—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1637 of 1921), are re-published :—

**Position.**—At a distance of about 2½ miles north-westward of the northern end of the Outer Rip shoal,

Lat. 17° 03' 30" S., long. 123° 28' 30" E.

*Description.*—A submerged obstruction over which there is a depth of about  $2\frac{1}{2}$  fathoms ( $4^m6$ ).

*Note.*—The above depth is to be encircled by a danger line on the charts and marked with the note "*Obstruction repd. (1921).*"

*Charts affected.*—No. 1052, Hall point to Cape Bertholet, including King sound, etc.

„ 1048, Buccaneer archipelago to Bedout island.

„ 475, North-west coast of Australia.

*Publication.*—Australia Pilot, Vol. V, 1921, page 235.

*Authority.*—Fremantle Notice dated 8th June 1921. (*H. 5134-21.*)

#### PHILIPPINE ISLANDS.

*Basilan Strait—Shoal to be expunged from Charts.*

*No. 421 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1652 of 1921), are republished:—

*Position.*—At a distance of about 3 miles southward of the southern end of Santa Cruz (Great) island.

Lat.  $6^{\circ} 48' N.$ , long.  $122^{\circ} 04' E.$  (*approx.*).

*Details.*—The shoal over which a depth of less than 4 fathoms ( $7^m3$ ) was reported in the year 1899 is to be expunged from the charts.

*Charts affected.*—No. 961, Basilan strait.

„ 928, Sulu archipelago.

„ 2576, Sulu Archipelago and north-east coast of Borneo.

„ 943, Molucca passage to Manila.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, page 245.

*Authority.*—U. S. A. Government Chart. (*H. 4427-21.*)

#### BAY OF BENGAL—NICOBAR ISLANDS, ST. GEORGE'S CHANNEL.

*Kondul and Menchal Islands—Shoal Water reported westward of.*

*No. 422 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1666 of 1921), are republished:—

*Position.*—(a) Kondul island, lat.  $7^{\circ} 13' N.$ , long.  $93^{\circ} 42' E.$  (*approx.*).  
(b) Menchal island, lat.  $7^{\circ} 24' N.$ , long.  $93^{\circ} 45' E.$

*Caution.*—(a) A depth of 6 fathoms ( $11^m0$ ) has been obtained about  $1\frac{1}{4}$  miles westward of Kondul island, and shoal water appeared to extend over a considerable area in this locality.

A cautionary note "*6 fms. repd. probably less water (1921)*" is to be inserted to the westward of Kondul island, on the plan of St. George's channel on chart No. 840.

(b) Depths of  $6\frac{1}{4}$  fathoms ( $11^m9$ ) have been obtained between Menchal and Little Nicobar islands, where 21 and 30 fathoms are shown on the chart; shoal water is reported to extend across the channel between these two islands.

A cautionary note "*Shoal water repd. (1921)*" is to be inserted on the chart.

*Charts affected.*—No. 840, Nicobar islands, with plan.

„ 830, Bassein river to Pulo Penang.

*Publication.*—Bay of Bengal Pilot, 1910, pages 377, 378, 379.

*Authority.*—Director, Royal Indian Marine. (*H. 5452-21.*)

## RED SEA—SUEZ BAY.

*Suez Canal Entrance and approach—Corrections to Chart No. 734 with regard to Lighting and Buoyage.*

*No. 423 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1675 of 1921), are republished:—*

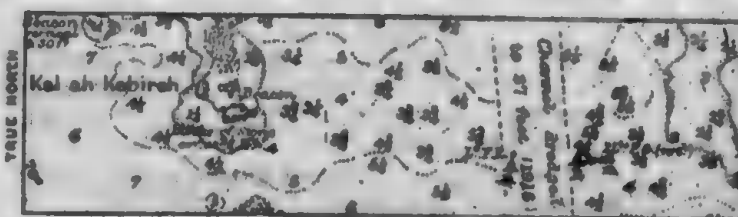
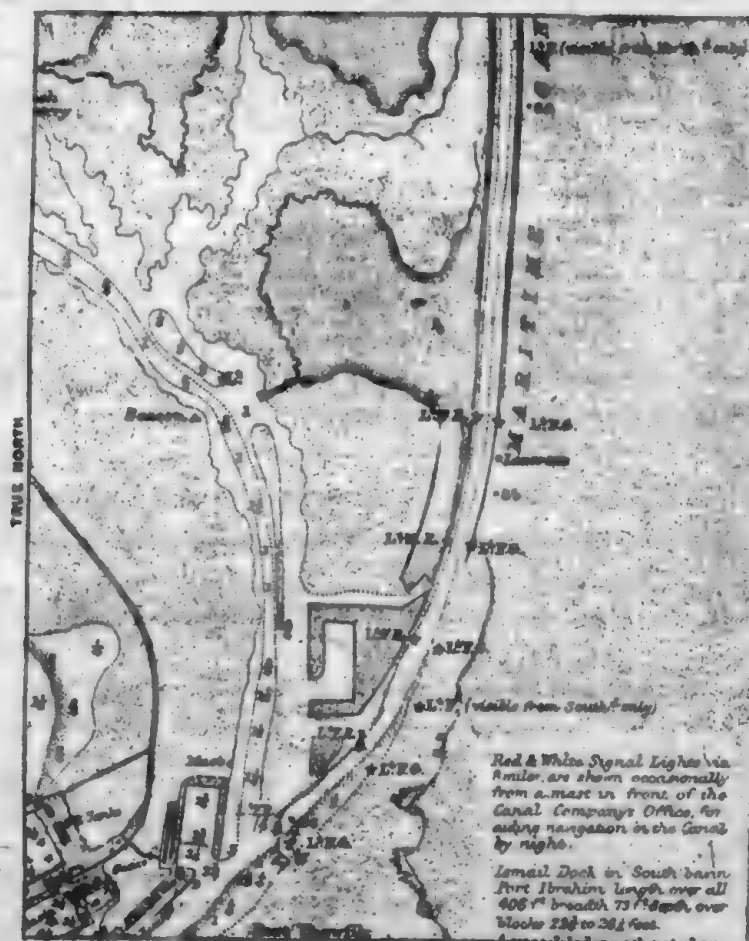
*Position.*—Kal ah Kebireh beacon, lat.  $29^{\circ} 55' N.$ , long.  $32^{\circ} 32' E$  (approx.).

*Details.*—The accompanying reproduction of portions of chart No. 734 shows the necessary corrections to that chart with regard to lights and light-buoys in the southern entrance to Suez Canal and the positions of light-buoys in the dredged channel eastward of Kal ah Kebireh.

*Chart affected.*—No. 734, Suez bay.

*Publication.*—Red Sea, &c., Pilot, 1921, pages 75, 76.

*Authority.*—Suez Canal Company. (H. 5301-21.)



*Reproduction of Portions of Chart No. 734.*

10 Cables 5 0 Sea Mile 1

JAPAN, INLAND SEA—KURUSIMA NO SETO.

*Kono Se Light—Alteration in Character.*

No. 424 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1682 of 1921), are republished :—

*Position.*—Lat.  $34^{\circ} 08' N.$ , long.  $132^{\circ} 59' E.$  (approx).

*New abridged description.*—Lt. Gp. Fl. (2) W. R. ev. 6 sec., 27 ft., vis. 10 m (U).

*Alteration.*—The character of the light has been altered from fixed white and red to *group flashing*, with *white and red* sectors, showing *two flashes every six seconds*, thus :

Two flashes	eclipse
2 sec.	4 sec.

*Charts affected.*—No. 131, Kurusima no seto.  
 „ 83, Gogo shima to Miyo-shima.  
 „ 3325, Channels between Neko seto and Mekari seto.  
 „ 2875, Naikai (Seto uchi) or Inland sea.

*Publications.*—List of Lights, Part VI, 1921, No. 1959.  
 Japan Pilot, 1914, pages 332, 333.

*Authority.*—Tokyo, Department of Communications Notices Nos. 1181 and 1280 of 1921. (H. 5083-21.)

JAPAN—KAZAN OR VOLCANO ISLANDS.

*Iwo Jima (Sulphur Island), East Coast—Rocks and Breakers  
 —reported off.*

No. 425 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1683 of 1921), are republished :—

*Position.*—Higashi iwa, lat.  $24^{\circ} 47' N.$ , long.  $141^{\circ} 23' E.$  (approx.).

*Details.*—Breakers and rocks above water have been observed extending from Higashi iwa to Iwo jima. Breakers have also been observed extending for a short distance from a point on the south-eastern side of the island about one mile southward of Furu yama summit. Mariners are warned accordingly.

*Note.*—Notes with regard to the breakers and rocks reported are to be inserted on the chart in the localities mentioned and marked with the year date “1921.”

*Chart affected.*—No. 1100, Plan of Iwo jima.

*Publication.*—Japan Pilot, 1914, page 38.

*Authority.*—U. S. Hyd. Office Notice No. 2964 of 1920. (H. 6551-20.)

CHINA SEA—SINGAPORE STRAIT.

- (1) *Old Strait—Lights to be established.*
- (2) *Calder Harbour—Existence of rock.*
- (3) *Red Cliff Bank—Shoal eastward of.*

No. 426 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1689 of 1921), are republished :—

(1) **Old Strait.**

*Date of establishment.*—Shortly.

(a) *Position.*—Off the south-eastern extremity of Pulo Ketam.  
 Lat.  $1^{\circ} 23' 52'' N.$ , long.  $103^{\circ} 57' 25'' E.$

(b) *Position.*—Off the western extremity of Pulo Ubin.  
 Lat.  $1^{\circ} 25' 18'' N.$ , long.  $103^{\circ} 55' 30'' E.$



(c) *Position*.—At a distance of about half a mile eastward of the south-eastern extremity of Pulo Khatib Bongsu.  
Lat.  $1^{\circ} 26' 20''$  N., long.  $103^{\circ} 52' 22''$  E.

(d) *Position*.—On the northern side of the strait, between Sungt Lunchu and Sungi Sinibong.  
Lat.  $1^{\circ} 28' 33''$  N., long.  $103^{\circ} 49' 38''$  E.

*Abridged descriptions*.—Lt. Fl. ev. 3 sec. 6 ft. (U), in each case.

*Character*.—In each case flashing white every three seconds, thus:

Flash	eclipse.
1 sec.	2 sec.

*Elevation*.—6 feet (1<sup>m</sup>8).

*Structures*.—Iron framework.

*Remarks*.—The lights will be unwatched.

*Note*.—No further Notice will be given.

### (2) Calder Harbour.

*Position*.—At a distance of 0.98 of a mile,  $282^{\circ}$ , from the beacon on Johor hill.

Lat.  $1^{\circ} 23'$  N., long.  $104^{\circ} 05'$  E. (approx.).

*Depth*.— $2\frac{1}{2}$  fathoms (4<sup>m</sup>6).

### (3) Red Cliff Bank.

*Position*.—At a distance of 3.80 miles,  $093^{\circ}$ , from Tanah Merah Besar summit.

Lat.  $1^{\circ} 21'$  N., long.  $104^{\circ} 02'$  E. (approx.).

*Depth*.— $2\frac{1}{2}$  fathoms (5<sup>m</sup>0).

*Remarks*.—From the above position, which is the easternmost point of a triangular-shaped shoal, depths of 3 fathoms (5<sup>m</sup>5) or less extend for distances of about 4 cables in north-westerly and south-westerly directions.

*Charts affected*.—No. 2403, Singapore strait.

„ 2757, Banka strait to Singapore. (2) and (3).

„ 3543, Approaches to Singapore. (2) and (3).

„ 1355, Malacca strait. (2) and (3).

*Publications*.—List of Lights, Part VI, 1921, No. 791 (Remarks).

China Sea Pilot, Vol. I, 1916, pages 286, 289, 300 to 302.

*Authority*.—Hydrographic Department. (H. 5254, 5457 & 5458-21.)

## INDIA, WEST COAST—BOMBAY HARBOUR.

### *Buoy Marking western limit of Spoil Ground Replaced by an "Aga" Gas Buoy.*

No. 427 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 118M. of 1921), are republished:—

*Date of exhibition*.—25th October 1921.

*Position*.—At a distance of  $6\frac{1}{2}$  cables  $211^{\circ}$  from Karanja Beacon at the Western limit of Spoil Ground, former buoy has now been removed.

*Abridged description*.—Lt. Fl. Red. ev. 7 sec. vis. 6m.

*Description*.—A conical buoy painted red exhibiting a red light thus:—

Light	Eclipse.
1 Sec.	6 Sec.

*Visibility.*—6 Miles in clear weather.

*Remarks.*—The buoy is an "Aga" Standard design.

*Variation.*—Nil.

*Charts affected.*—No. 2621, Bombay Harbour.

„ 655, Port of Bombay.

„ 737, Arnala Island to Kundari Island.

*Publications.*—West Coast of India Pilot, 1919, page 222.

Indian List of Lights, 40th issue, 1921, page 22.

*Authority.*—The Port Officer, Bombay, dated 25th October 1921.

#### PERSIAN GULF.

*Sha't-al-Arab—Light Vessel temporarily replaced by a light buoy.*

No. 428 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 119M. of 1921), are republished :—

*Former Notice* No. 108M. of 1921. (*This Office* No. 394 of 1921.)

*Position.*—Lat.  $29^{\circ} 44\frac{1}{2}'$  N., long.  $48^{\circ} 48\frac{1}{2}'$  E.

*Details.*—A Light Buoy, painted red, exhibiting a fixed white light has been placed in the position of the Shatt-al-Arab Light Vessel, which was notified to be temporarily withdrawn for repairs on the 25th October 1921.

*Charts temporarily affected.*—No. 1253, Shatt-al-Arab, Outer Bar to Fao.

„ 1235, Mouth of the Euphrates.

*Authority.*—The Commanding Officer, R. I. M. S. "Nearchus" Telegram dated 25th October 1921.

#### INDIA, WEST COAST—KARACHI HARBOUR.

*Manora Point—Breakwater light re-exhibited.*

No. 429 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 120M. of 1921), are republished :—

*Former Notice*—No. 112-M. of 1921. (*This Office* No. 402 of 1921.)

*Position.*—At the end of the Manora breakwater.

Lat.  $24^{\circ} 47'$  N., long.  $66^{\circ} 59'$  E.

*Details.*—The white occulting light shown from the end of the Manora breakwater which was reported temporarily extinguished, has been re-exhibited.

*Charts which were temporarily affected.*—No. 40, Karachi Harbour.

„ 41, Cape Monze to Kediwari Mouth.

„ 39, Sind and Kutch Coasts.

„ 38, Maskat to Karachi.

„ 826, Karachi to Vengurla.

*Authority.*—The Port Officer, Karachi, Telegram, dated 28th October 1921.

## INDIA, WEST COAST.

*Karachi Harbour—Outer Gas Buoy Light re-exhibited.*

*No. 430 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 121-M. of 1921), are republished :—

*Former Notice*—No. 81-M. of 1921. (*This Office No. 181 of 1921.*)

*Position.*—At a distance of about  $3\frac{1}{2}$  Cables eastward of the light on the end of the Manora Breakwater.

Lat.  $24^{\circ} 47' N.$ , long.  $67^{\circ} 59\frac{1}{2}' E.$

*Details.*—The occulting red Light, exhibited from the Outer red Conical buoy, which was reported not burning has been re-exhibited.

*Charts which were temporarily affected.*—No. 40, Karachi Harbour.  
 „ 41, Cape Monze to Kediwari Mouth.

*Authority.*—The Port Officer, Karachi, Telegram, dated 28th October 1921.

## INDIA, SOUTH COAST—GULF OF MANAR.

*No. 431 (third publication).*—

*Caution.* Tuticorin Roadstead—*Danger to navigation.*

*Former Notice.*—No. 370 of 1921.

*Subject.*—The Marine Boiler reported to have been sunk in the following position has not been found and therefore may constitute a danger to navigation.

*Position.*—Hare island light N.  $86^{\circ} W.$  (True).

Church island church N.  $25^{\circ} W.$  (True).

*Caution.*—Mariners are hereby warned.

*Charts affected.*—No. 68a, Palk strait and Gulf of Manar, Sheet 1.  
 „ 67, Tuticorin Roadstead and harbour.

*Authority.*—Madras Notice No. 43, dated 21st October 1921.

## BAY OF BENGAL.—BURMA COAST.

*No. 432 (third publication).*—

*Caution.* Report of derelict Brigantine “Hydrobandooli.”

*Subject.*—Brigantine “Hydrobandooli” reported abandoned off Diamond Island on 8th November 1921 and drifting in a N. W. direction.

The Master of the SS. “Shahjehan” reports having sighted on the 10th November 1921 the derelict “Hydrobandooli” mastless and rudderless in the following position :—

*Position.*—Lat.  $16^{\circ} 17' N.$ , long.  $93^{\circ} 40' E.$

*Subject.*—On the 11th November 1921 derelict was sighted in the following position :—

*Position.*—Lat.  $16^{\circ} 27' N.$ , long.  $93^{\circ} 17' E.$

*Caution.*—Mariners are hereby warned that this derelict constitutes a danger to Shipping.

*Charts affected.*—No. 829, Cocanada to Bassein river.  
 „ 70, Bay of Bengal.

*Authority.*—Principal Port Officer, Burma, Rangoon, telegrams dated 8th, 10th and 12th November 1921.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,

Port Officer of Calcutta.



# The Calcutta Gazette

WEDNESDAY, DECEMBER 14, 1921.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,  
*Port Officer of Calcutta.*

A. MARR,  
*Secretary to the Government of Bengal,  
Marine Department.*

CALCUTTA, the 3rd December 1921.

### GULF OF SIAM.

*Aotinau (Manao) Bay—Caution with regard to Intended Aeroplane  
Target Practice.*

No. 464 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1789 of 1921), are republished:—

*Date of commencement.*—1st November 1921.

*Position.*—North Horn, lat.  $11^{\circ} 47' N.$ , long.  $99^{\circ} 47' E.$  (approx.).

*Caution.*—Notice is given that from the above date, target practice from Aeroplanes will take place in the vicinity of Aotinau bay and approaches. Vessels are warned not to enter the undermentioned area between sunrise and sunset whilst the practice is being carried out:—

Limits of danger area:—

- (a) *On the North.*—By a line drawn from North Horn in a  $071^{\circ}$  direction for a distance of 7.38 miles.
- (b) *On the South.*—By a line drawn from South Horn in a  $135^{\circ}$  direction for a distance of 6.75 miles.
- (c) *On the East.*—By a line joining the eastern extremities of limits (a) and (b).
- (d) *On the West.*—By a line joining North and South Horns.

*Note.*—Further Notice will be given when the target practice has been completed.

*Charts temporarily affected.*—No. 2719, Lem Tane to Ko Ta kut,  
„ 2414, Gulf of Siam.

*Publication.*—China Sea Pilot, Vol. III, 1912, page 133.

*Authority.*—Bangkok Notice No. 157 of 1921. (H. 5518-21.)

#### BAY OF BENGAL—BURMA.

##### *Akyab Harbour—Caution with regard to Depths.*

*No. 466 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1814 of 1921), are republished :—

*Position.*—Savage island, lat.  $20^{\circ} 05' N.$ , long.  $92^{\circ} 54' E.$  (approx.)

*Caution.*—Akyab harbour is reported to have shoaled considerably.  
A note to this effect is to be inserted on the charts.)

*Charts affected.*—No. 1884, Arakan river. Akyab.

„ 1369, Mayu river to Kyauk Pyn harbour.

*Publication.*—Bay of Bengal Pilot, 1910, pages 341, 342.

*Authority.*—The Director, Royal Indian Marine. (H. 6113-21.)

#### PERSIAN GULF.

##### *Shatt al Arab Light-Vessel—Replaced on her station.*

*No. 466 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 132M, of 1921), are republished :—

*Former Notice.*—No. 119M. of 1921. (This Office No. 428 of 1921.)

*Position.*—Lat.  $29^{\circ} 44' N.$ , long.  $48^{\circ} 48' E.$

*Details.*—The Shatt al Arab Light-Vessel, which was temporarily withdrawn for repairs and replaced by a light buoy, was stationed in her position on the 13th November 1921.

*Charts which were temporarily affected.*—No. 1253, Shatt al Arab,  
Outer Bar to  
Fao.

„ 1235, Mouth of the  
Euphrates.

*Authority.*—The Commanding Officer, R. I. M. S. “Nearchus” Telegram, dated 13th November 1921.

#### BAY OF BENGAL, BURMA—BASSEIN RIVER ENTRANCE.

##### *Diamond Island—Non-existence of wreck.*

*No. 467 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 133M. of 1921), are republished :—

*Former Notice.*—No. 29M. of 1921. (This Office No. 126 of 1921.)

*Position.*—At a distance of about 5 miles,  $136^{\circ}$ , from Diamond island.

Lat.  $15^{\circ} 48' N.$ , long.  $94^{\circ} 20' E.$

*Details.*—The sunken wreck of a small native craft, in the above position has disappeared.

*Charts affected.*—No. 834, Bassein river and approaches.  
 „ 3772, Calventuras to Bassein river.  
 „ 823, Koronge Island to White point.  
 „ 829, Cocanada to Bassein river.  
 „ 830, Bassein river to Pulo Penang.

*Authority.*—The Principal Port Officer, Burma, dated 8th of November 1921.

#### BAY OF BENGAL—CHITTAGONG COAST.

*South Patches light-vessel*—To be temporarily replaced by a country brig.

*No. 468-1 (first publication).*—

*Subject.*—The South Patches light-vessel will be withdrawn from her station on the 1st January 1922 and replaced early in February 1922.

During her absence a 54-ton country brig having “S.P.” painted in large letters on each side will be moored in the same position.

*By day*—She will carry a black ball on her main topmost head.

*By night*—She will exhibit two ordinary ship's riding lights, in a horizontal position, one at each foretop sail yardarm and will also burn a flare every half hour.

*Position.*—Lat.  $21^{\circ} 29\frac{1}{4}'$  N., long.  $91^{\circ} 37\frac{1}{4}'$  E.

*Charts affected.*—No. 829, Cocanada to Bassein river.  
 „ 859, Matla river to Elephant Point  
 „ 70, Bay of Bengal.

*Publications.*—List of Lights, Part VI, 1921, No. 630.

Bay of Bengal Pilot, 1910, page 329; Supplement No. 5 of 1920.

*Authority.*—Port Officer, Chittagong, Notice, dated 30th November 1921.

*The 25th November 1921.*

#### INDIA. EAST COAST—NEGAPATAM.

##### *Alteration in Character of Light.*

*No. 453 (second publication).*—The following particulars, etc., relative to the above, issued by the Presidency Port Officer, Madras, in Notice to Mariners (No. 51 of 1921), are republished:—

*Former Notice.*—No. 38 of 1921, dated 23rd September 1921. (*This Office No. 403 of 1921.*)

*Subject.*—The alteration in the character of the light at Negapatam will take place on or after the 15th February 1922, from which date the present occulting light will be discontinued.

*Position.*—Latitude  $10^{\circ} 45'$  N.  
 Longitude  $79^{\circ} 51'$  E.

*Character of Light.*—White Flashing Acetylene Light, giving two quick flashes every six seconds, i.e., flash  $\frac{3}{10}$  second, short darkness  $1\frac{1}{10}$  second, long darkness 4 seconds.

*Description of Tower.*—Masonry tower Painted White.



*Height and Range.*—About 80 feet above high water. Range 14 miles.

*Arc of Illumination.*—All direction seaward.

*Charts affected.*—No. 70, Bay of Bengal.

„ 71, Madras to Calimere Point.

„ 828, Cape Comorin to Cocanada.

*Publications.*—Bay of Bengal Pilot of 1910, page 203.

List of Lighthouses and Light Vessels in British India.

List of Lights, Part VI, 1921, No. 551.

*Authority.*—Port Officer, Negapatam.

#### INDIA, EAST COAST—BIMLIPATAM.

##### *Alteration in Character of Light.*

*No. 454 (second publication).*—The following particulars, etc., relative to the above, issued by the Presidency Port Officer, Madras, in Notice to Mariners (No. 52 of 1921), are republished :—

*Former Notice.*—No. 38 of 1921, dated 23rd September 1921. (*This Office No. 403 of 1921.*)

*Subject.*—The alteration in the character of the light at Bimlipatam will take place on or after the 1st April 1922, from which date the present occulting light will be discontinued.

*Position.*—Latitude 17° 53' N.

Longitude 83° 27' E.

*Character of Light.*—White Flashing Acetylene Light, giving one single quick flash every 3 seconds, i.e.,  $\frac{3}{10}$  flash and  $2\frac{7}{10}$  darkness.

*Description of Tower.*—Masonry Tower.

*Height and Range.*—About 35 feet above high water. Range 11 miles.

*Arc of Illumination.*—All direction seaward.

*Charts affected.*—No. 70, Bay of Bengal,

„ 829, Cocanada to Bassein River.

„ 1424, Bimlipatam to Gopalpore.

„ 1711, Narsapur Point to Bimlipatam.

*Publications.*—Bay of Bengal Pilot of 1910, page 252.

List of Lighthouses and Light Vessels in British India.

List of Lights, Part VI, 1921, No. 575.

*Authority.*—Port Officer, Vizagapatam.

#### INDIA, EAST COAST—PAMBAN.

##### *Alteration in Character of Light.*

*No. 455 (second publication).*—The following particulars, etc., relative to the above, issued by the Presidency Port Officer, Madras, in Notice to Mariners (No. 53 of 1921), are republished :—

*Former Notice.*—No. 38 of 1921, dated 23rd September 1921. (*This Office No. 403 of 1921.*)

*Subject.*—The alteration in the character of the Light at Pamban will take place on or after the 1st March 1922, from which date the present occulting light will be discontinued.

*Position.*—Latitude  $9^{\circ} 17' N$ .

Longitude  $79^{\circ} 18' E$ .

*Character of Light.*—White flashing acetylene Light giving three quick flashes every nine seconds, *i.e.*,  $\frac{3}{10}$  flash,  $1\frac{1}{10}$  short darkness and  $5\frac{1}{10}$  long darkness.

*Description of Tower.*—Masonry Tower painted white.

*Height and Range.*—About 97 feet above high water. Range 14 miles.

*Arc of Illumination.*—All direction seaward.

*Charts affected.*—No. 70, Bay of Bengal.

„ 68a, Palk Strait and Gulf of Manar.

„ 69, Gulf of Manar—Pamban Pass.

„ 3581, Approaches to Pamban Pass.

„ 828, Cape Comorin to Cocanada.

*Publications.*—Bay of Bengal Pilot of 1910, page 182.

List of Lighthouses and Light vessels in British India.

List of Lights, Part VI, 1921, No. 542.

*Authority.*—Port Officer, Pamban.

#### INDIA, EAST COAST—MASULIPATAM.

##### *Alteration in Character of Light.*

*No. 456 (second publication).*—The following particulars, etc., relative to the above, issued by the Presidency Port Officer, Madras, in Notice to Mariners (No. 54 of 1921), are republished:—

*Former Notice.*—No. 38 of 1921, dated 23rd September 1921. (*This Office No. 403 of 1921.*)

*Subject.*—The alteration in the character of the light at Masulipatam will take place on or after the 15th March 1922 from which date the present occulting light will be discontinued.

*Position.*—Latitude  $16^{\circ} 10' N$ .

Longitude  $81^{\circ} 11' E$ .

*Character of Light.*—White flashing Acetylene Light, giving three quick flashes every 9 seconds, *i.e.*,  $\frac{3}{10}$  flash,  $1\frac{1}{10}$  short darkness and  $5\frac{1}{10}$  long darkness.

*Description of Tower.*—White Masonry tower.

*Height and Range.*—About 33 feet above high water. Range 11 miles.

*Arc of Illumination.*—All direction seaward.

*Charts affected.*—No. 70, Bay of Bengal.

„ 828, Cape Comorin to Cocanada.

„ 1894, Ramapatnam to Narsapur Point.

*Publications.*—Bay of Bengal Pilot of 1910, page 273.

List of Lighthouses and Light Vessels in British India.

List of Lights, Part VI, 1921, No. 571.

*Authority.*—Port Officer, Cocanada.

## GULF OF ADEN—JUBITI NORTHERN APPROACH.

*Gulf of Tajura—Information with regard to Buoyage.*

*No. 457 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 127M. of 1921), are republished :—

## (1) Mashah Island Buoy re-established.

*Former Notice.*—No. 106M. of 1921. (*This office No. 383 of 1921.*)

*Position.*—At a distance of about 2½ miles 271° from the Mashah Island Light-house and about ¼ of a mile, 185° from its former charted position.

Lat. 11° 43' N., long. 43° 10½' E.

*Details.*—The black buoy which was previously reported as missing, *vide* N to M quoted above, has now been replaced in the above position.

*Remarks.*—This buoy is now useless as an aid to navigation and if relied on will lead vessels into difficulties.

## (2) Jubiti Bay—Buoy removed.

*Position.*—About 2 Cables Northward of Plateau du Heron.

Lat. 11° 36' 50" N., long. 43° 09' 35" E.

*Details.*—The white can buoy in the above position has been removed or has sunk.

*Chart affected.*—No. 253, Jebel Jan to Shab Kulangarit with Plan.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1921, pages 524-526.

*Authority.*—The Port Officer, Aden, dated 19th October 1921.

## GULF OF ADEN—BERBERA.

*Shaab Pier Light extinguished.**Caution with regard to approaching Berbera.*

*No. 458 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 128M. of 1921), are republished :—

## (1) Shaab Pier Light extinguished.

*Position.*—On Shaab Pier head.

Lat. 10° 26½' N., long. 45° 1½' E.

*Details.*—The fixed white and green light visible 2 miles, exhibited from the Shaab Pier head is no longer exhibiting and should be expunged from the publications.

## (2) Caution with regard to approaching Berbera.

*Position.*—Of the fixed white light near the old light-house.

Lat. 10° 25' N., long. 44° 59' E.

*Details.*—Great care is necessary for a stranger approaching Berbera at night as owing to the frequent dust storms the visibility of the fixed white light from a mast near the old light-house is not to be depended on, further more during the trading season (from October to March) dhows frequently anchor close in shore in the vicinity of the light-house making it very difficult at times to distinguish between their anchor lights and the fixed light.

*Chart affected.*—No. 3530, Berbera.

*Publications.*—List of Lights, Part VI, 1921, No. 257.  
Indian List of Lights, 40th issue, 1921, No. 2.  
Red Sea and Gulf of Aden Pilot, 1921, page 542.

*Authority.*—The Port Officer, Aden, dated 19th October 1921.

#### GULF OF ADEN—ZEILA ROADSTEAD AND APPROACHES.

##### *Caution with regard to Discoloured water.*

*No. 459 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 129M. of 1921), are republished:—

*Position.*—Aibat island beacon, Lat.  $11^{\circ} 31' N.$ , long.  $43^{\circ} 28\frac{1}{2}' E.$

*Caution.*—Discoloured water is reported to exist westward of a line drawn from the white beacon on Aibat island, in a direction  $133^{\circ}$  (S.  $44^{\circ}$  E. Mag.) to the southern point of Sea Gull shoal.

The water is very much discoloured making it impossible to distinguish between the deep and shoal water, as may easily be done to seaward and in the most of the adjacent bays.

*Variation.*— $3^{\circ}$  W.

*Charts affected.*—No. 919, Plan of Zeila roadstead.

„ 253, Jebel Jan to Shaab Kulangarit.

„ 8e, Red Sea Sheet-V.

„ 6b, Gulf of Aden, Western portion.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1921, page 532.

*Authority.*—The Port Officer, Aden, dated 19th October 1921.

#### RED SEA.

##### *Telegraph Cable Buoys removed.*

*No. 460 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 130M. of 1921), are republished:—

*Former Notice.*—No. 115-M. of 1921. (*This office No. 413 of 1921.*)

*Positions.*—(1) Lat.  $29^{\circ} 25' 00'' N.$   
Long.  $32^{\circ} 33' 30'' E.$

(2) Lat.  $29^{\circ} 22' 00'' N.$   
Long.  $32^{\circ} 39' 30'' E.$

(3) Lat.  $28^{\circ} 32' 30'' N.$   
Long.  $33^{\circ} 04' 00'' E.$

(4) Lat.  $28^{\circ} 29' 00'' N.$   
Long.  $33^{\circ} 13' 30'' E.$

(5) Lat.  $28^{\circ} 16' 00'' N.$   
Long.  $33^{\circ} 31' 00'' E.$

(6) Lat.  $28^{\circ} 04' 00'' N.$   
Long.  $33^{\circ} 37' 00'' E.$

(7) Lat.  $27^{\circ} 56' 30'' N.$   
Long.  $33^{\circ} 45' 00'' E.$

*Details.*—The buoys in the above mentioned positions which were temporarily laid in connection with the telegraph cable work in the Red Sea, have been withdrawn.

*Charts which were temporarily affected.*—No. 2838, Strait of Jubal.  
 „ 757, Gulf of Suez.  
 „ 8a, Red Sea—Sheet I.  
 „ 2523, Red Sea.

*Authority.*—The Eastern Telegraph Company, Bombay, dated 24th October 1921.

#### BAY OF BENGAL. BURMA—BASSEIN RIVER ENTRANCE.

*Diamond island—Baroni rock buoy.*

*No. 461 (second publication).—*

*Former Notice.*—No. 127 of 1921.

*Subject.*—The lighted gas buoy marking the Baroni rock has been replaced by an unlighted spherical buoy painted black with a white horizontal band.

*Charts affected.*—No. 834, Bassein river and approaches  
 „ 3772, Calventuras to Bassein river.  
 „ 823, Koronge island to White point.

*Publication.*—Bay of Bengal Pilot, 1910, page 447; Supplement No. 5 of 1920.

*Authority.*—Port Officer, Bassein, Burma, Notice, dated 17th November 1921.

#### BAY OF BENGAL—BURMA COAST.

*Bassein river entrance—Buoy established.*

*No. 462 (second publication).—*

*Subject.*—A black can buoy has been laid in 4 fathoms L. W. O. S. with Diamond island flagstaff 260°, distant 4 cables.

*Position.*—Lat. 15° 51' 50" N., long. 94° 17' 20" E.

*Charts affected.*—No. 834, Bassein river and approaches.  
 „ 3772, Calventuras to Bassein river.  
 „ 823, Koronge island to White point.

*Publication.*—Bay of Bengal Pilot, 1910, page 447.

*Authority.*—Port Officer, Bassein, Burma, Notice, dated 18th November 1921.

#### BAY OF BENGAL—BURMA COAST.

*Derelict Brigantine “Adrosbandooli” salved.*

*No. 463 (second publication).—*

*Former Notice.*—No. 432 of 1921.

*Subject.*—The derelict Brigantine “Adrosbandooli” reported in the above Notice as “Hydrobandooli” has since been salved and is no longer a danger to shipping.

*Authority.*—Principal Port Officer, Burma, Rangoon, telegram, dated 24th November 1921.

*The 18th November 1921.*

**EASTERN ARCHIPELAGO—CELEBES, EAST COAST.**

*Lasolo Bay—Existence of Reef.*

No. 433 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1696 of 1921), are republished:—

*Position.*—At a distance of about 3½ miles southward of North reef.  
Lat. 3° 34' 30" S., long. 122° 29' 00" E.

*Depth.*—One fathom (1<sup>m</sup>8).

*Remarks.*—There is practically no discoloration in the water to mark this reef.

*Charts affected.*—No. 3148, Salabangka strait and approaches.

„ 3616, Tomori gulf to Salayar strait.

„ 942a, Eastern archipelago—sheet 3.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 484.

*Authority.*—Hague Notices Nos. 1664 and 1790 of 1921. (H. 5310-21)

**CHINA, EAST COAST—FORMOSA STRAIT, HU I TAU BAY ENTRANCE.**

*Dodd Island—New Light established.*

No. 434 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1697 of 1921), are republished:—

*Former Notice.*—No. 998 of 1921 (This Office No. 281 of 1921); hereby cancelled.

*Position.*—Lat. 24° 26' N., long. 118° 30' E. (approx.).

*New abridged description.*—Lt. Gp. Fl. (2) ev. 15 sec., 147 ft., vis. 18m.

*Details.*—The occulting light with white and red sectors has been replaced by a group flashing light, with white and red sectors, showing two flashes in quick succession every fifteen seconds.

The power of the light has been increased; the other characteristics remain unaltered.

*Remarks.*—The temporary flashing white light has been discontinued.

*Charts affected.*—No. 1959, Hu i tau and Chimo bays.

„ 1760, The Brothers to Ockseu islands.

„ 1968, Formosa island and strait.

„ 2412, Amoy to Nagasaki.

„ 1262, Hongkong to Gulf of Liau tung.

„ 1263, China sea.

*Publications.*—List of Lights, Part VI, 1921, No. 1544.

China Sea Pilot, Vol. V, 1912, pages 135, 136.

*Authority.*—Shanghai Notice No. 734 of 13th July 1921. (H. 5294-21.)

**JAPAN—SHIMONOSEKI KAIKYO.**

(1) *Hayatomo Seto—Tidal Light-Buoy established.*

(2) *Gomiyose Su—Light-buoy withdrawn.*

No. 435 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1698 of 1921), are republished:—

**(1) Hayatomo Seto.**

*Position.*—At a distance of 3·53 cables, 288°, from Moji zaki 62-foot ▲.  
Lat. 33° 58' N., long. 130° 57' E. (approx.).

*Description.*—A conical tidal observation light buoy, painted half white and half red vertically, exhibiting a fixed light showing white over an arc of 180° and red over an arc of 180° in accordance with the painted colours on the buoy.



*Remarks.*—As the light-buoy is rotated by the streams the arcs of the colours change their bearings; in the case of an east-going stream the light shows *white* towards Hino yama warning signal station, and that of a west-going stream *red* towards the same station, the colours of the buoy corresponding.

## (2) Gomiyose Su.

*Position.*—Off the south-western side of Gomiyose su (Hamo bank).  
Lat.  $33^{\circ} 56'$  N., long.  $130^{\circ} 53'$  E. (*approx.*).

*Details.*—The light-buoy with occulting green light has been withdrawn.

*Charts affected.*—No. 3114, Moji and Shimonoseki ko. (1).

„ 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

*Publication.*—Japan Pilot, 1914, pages 570, 574; Supplement No. 5, 1921.

*Authority.*—Tokyo (Department of Communications) Notices Nos. 1143 and 1277 of 1921. (*H. 4817-21.*)

## AUSTRALIA, VICTORIA—PORT PHILLIP.

### *South Channel, Pile Light—Alteration in Sector.*

*No. 436 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1708 of 1921), are republished:—

*Position.*—Lat.  $38^{\circ} 20'$  S., long.  $144^{\circ} 51'$  E. (*approx.*).

*Description.*—An occulting light with *white* and *red* sectors.

*Alteration.*—The *white* sector, visible from the eastward, has been reduced by  $6^{\circ}$  on the southern side, the adjoining *red* sector being extended by a corresponding arc. The *white* sector now shows between the bearings  $272^{\circ}$  and  $280^{\circ}$ .

*Charts affected.*—No. 2747, Entrance to Port Phillip.

„ 1171, Port Phillip.

*Publication.*—List of Lights, Part VI, 1921, No. 2432.

*Authority.*—Melbourne Notice No. 5 of 1921. (*H. 5430-21.*)

## PERSIAN GULF.

### *Rak az Zdkum—Amendment to Chart No. 2837a.*

*No. 437 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1710 of 1921), are republished:—

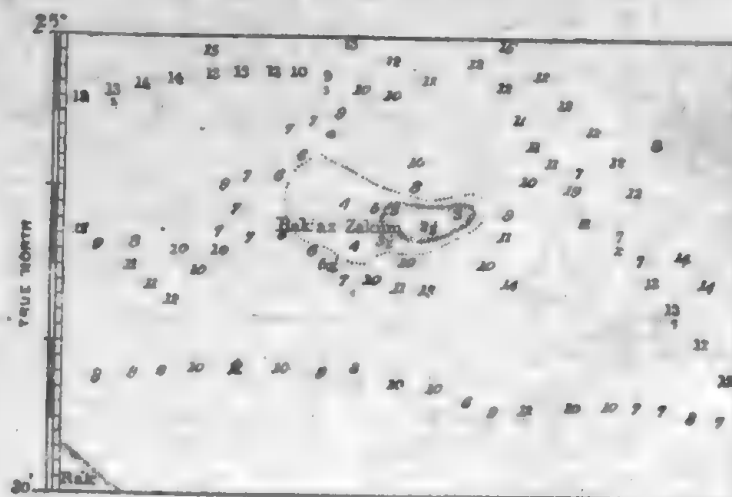
*Position.*—Lat.  $24^{\circ} 49'$  N., long.  $53^{\circ} 46'$  E. (*approx.*).

*Details.*—The accompanying reproduction of a portion of chart No. 2837a shows the necessary corrections to that chart with regard to the bank known as Rak az Zakum and depths in the vicinity.

*Chart affected.*—No. 2837a, Persian gulf—eastern sheet.

*Publication.*—Persian Gulf Pilot, 1915, page 91.

*Authority.*—H.M.S. *Cyclamen*, Hyd. Note No. 6 of 1921. (H. 5230-21.)



*Reproduction of Portion of Chart No 28374*

#### JAPAN—GULF OF TOKYO.

*Yokohama North Breakwater Light—Alteration in Character.*

*No. 438 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1721 of 1921), are republished:—

*Position.*—On the outer end of the north breakwater.  
Lat  $35^{\circ} 28' N.$ , long.  $139^{\circ} 40' E.$  (approx.).

*New abridged description.*—Lt. F. Red, 41 ft., vis. 12 m.

*Alteration.*—The character of the light has been altered from occulting red to fixed red.

*Remarks.*—The visibility of the light is now 12 miles.

*Charts affected.*—No. 3109, Yokohama bay.

„ 3548, Yokohama to Uraga.

„ 2657, Gulf of Tokyo or Yedo.

„ 996, Kii suido to Tokyo.

„ 3334, Tokyo to Sendai bay.

*Publications.*—List of Lights, Part VI, 1921, No. 2056.

Japan Pilot, 1914, page 206; Supplement No. 5, 1921.

*Authority.*—Tokyo, Department of Communications, Notice No. 1262 of 1921. (H. 5343-21.)

#### NEW ZEALAND, NORTH ISLAND.

*Pandora Bank—Reported to have extended; Caution.*

*No. 439 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1728 of 1921), are republished:—

*Position.*—Cape Marie Van Diemen lighthouse, lat.  $34^{\circ} 29' S.$ , long.  $172^{\circ} 39' E.$  (approx.).

*Details.*—It has been reported from the lighthouse that Pandora bank breaks in heavy weather for a distance of about 2 miles further to the north-eastward and about 4 miles further to the eastward and south-eastward than charted.

*Note.*—A broken danger line is to be placed on the chart to include this extension, with the note "*Reported to break (1921.)*"

*Caution.*—All vessels should pass outside Pandora bank, in heavy weather.

*Charts affected.*—No. 2525, Hokianga to Tutukaka.

„ 215, New Caledonia to New Zealand.

„ 1212, New Zealand.

*Publication.*—New Zealand Pilot, 1919, page 42.

*Authority.*—Wellington Notice No. 34 of 1921. (*H. 5792-21.*)

### PHILIPPINE ISLANDS.

#### *Tikuo Pass—Existence of Shoal.*

*No. 440 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1729 of 1921), are republished:—

*Position.*—At a distance of about 5 miles northward from Port San Jacinto.

Lat.  $12^{\circ} 39' 45''$  N., long.  $123^{\circ} 44' 50''$  E.

*Depth.*—8 fathoms (14-6), sand and rock.

*Charts affected.*—No. 3369, Luzon island to Masbate island.

„ 3370, San Bernardino strait and approaches.

„ 2577, Philippine islands between San Bernardino and Mindoro straits.

„ 943, Molucca passage to Manila.

„ 1263, China sea.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, page 487; Supplement No. 5, 1920.

*Authority.*—U. S. A. Government Chart. (*H. 5305-21.*)

### GULF OF ADEN.

#### *Berbera—Mooring Buoy replaced in position.*

*No. 441 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 122 M. of 1921), are republished:—

*Former Notice.*—No. 57-M of 1919. (*This office No. 268 of 1919.*)

*Position.*—At a distance of about 350 yards 6° from Shaab Pier Head.

*Details.*—The white mooring buoy which was reported to have sunk, *vide* N. to M. quoted above has been raised and replaced in the above position.

*Chart affected.*—No. 3530, Berbera.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1921, page 540.

*Authority.*—The Port Officer, Aden, dated 18th October 1921.

INDIA, WEST COAST.

DELTA OF THE INDUS.

*Sisa mouth—Beacon fallen.*

**No. 442 (third publication).**—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 124 M. of 1921), are republished :—

**Position.**—Lat.  $24^{\circ} 13' 20''$  N., long.  $67^{\circ} 18' 00''$  E.

**Details.**—The Single Spar beacon with 3 planks fixed at the top which was temporarily erected at the Chan Mouth in 1914, is reported to have fallen.

**Note.**—This beacon is not shown on the Admiralty Charts.

**Charts which were temporarily affected.**—No. 41, Cape Monze to Kediwari Mouth.  
 „ 39, Sind and Kutch Coasts.  
 „ 826, Karachi to Vengurla.

**Publication.**—West Coast of India Pilot, 1919, page 330.

**Authority.**—Chief Collector of Customs of Sind, dated 29th October 1921.

INDIA, WEST COAST—DELTA OF THE INDUS.

*Hajamro Mouth—Beacon fallen.*

**No. 443 (third publication).**—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 125 M. of 1921), are republished :—

**Position.**—Lat.  $24^{\circ} 07' 52''$  N., long.  $67^{\circ} 20' 08''$  E.

**Details.**—The beacon of a mast 50 feet in height, with frame work top mark, consisting of two triangles placed horizontally, points together, on the right bank of the river, is reported to have fallen.

**Charts affected.**—No. 41, Cape Monze to Kediwari Mouth.  
 „ 39, Coasts of Sind and Kutch.  
 „ 826, Karachi to Vengurla.

**Publication.**—West Coast of India Pilot, 1919, page 331.

**Authority.**—Chief Collector of Customs in Sind, dated 29th October 1921.

INDIA, EAST COAST—CUDDALORE.

*Alteration in Character of Light.*

**No. 444 (third publication).**—The following particulars, etc., relative to the above, issued by the Presidency Port Officer, Madras, in Notice to Mariners (No. 49 of 1921), are republished :—

**Former Notice.**—No. 38 of 1921, dated 23rd September 1921. (*This office No. 403 of 1921.*)

**Subject.**—The alteration in the character of the light at Cuddalore will take place on or after the 1st February 1922, from which date the present occulting light will be discontinued.

*Position.*—Latitude  $11^{\circ} 43' \text{ N.}$

Longitude  $79^{\circ} 46' \text{ E.}$

*Character of Light.*—White Flashing Acetylene Light, giving a single quick flash every three seconds, i.e., flash  $\frac{1}{3}$  second, darkness  $2\frac{2}{3}$  seconds.

*Description of Tower.*—White Tower over square white house.

*Height and Range.*—About 65 feet above High Water Range 12 miles.

*Arc of illumination.*—All direction seaward.

*Charts affected.*—No. 70, Bay of Bengal.

„ 71, Madras to Calimere Point.

„ 828, Cape Comorin to Cocanada.

*Publications.*—Bay of Bengal Pilot, 1910, page 210, List of Light-houses and Light Vessels in British India.

List of Lights, Part VI, 1921, No. 553.

*Remarks.*—Nil.

*Authority.*—Port Officer, Cuddalore.

#### GULF OF ADEN.

CAUTION—Obstruction to navigation.

No. 445 (third publication).—

*Subject.*—The master of the SS. "Gharinda" reports having struck a light obstruction in the following position.

*Position.*—Lat.  $13^{\circ} 24' \text{ N.}$ , long.  $50^{\circ} 35' \text{ E.}$  (By stellar observation.)

*Caution.*—Mariners are hereby warned.

*Charts affected.*—No. 6a, Gulf of Aden, eastern portion.

„ 1012, Arabian sea.

*Authority.*—Marine Superintendent, B. I. S. N. Co., Calcutta, letter dated 17th November 1921.

#### AUSTRALIA—EAST COAST.

Moreton bay—Removal of south-west Spit buoy.

No. 446 (third publication).—

The Portmaster, Brisbane, has given notice No. 16 of 1921 that the red buoy marking the South-west Spit, Central Banks, Moreton Bay, will be removed on the 14th November 1921, and will not be re-established.

*Charts affected.*—Nos. 1670 A and B, 1029 and 1068; Australia Pilot, vol. 3, page 98. Queensland Sailing Directions, pages 86 and 89.

#### EASTERN ARCHIPELAGO—NEW GUINEA, NORTH-WEST COAST, SELE STRAIT.

Doom island—Light established.

No. 447 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1750 of 1921), are republished :—

*Position.*—On the outer end of a pier which extends 44 yards ( $40\frac{1}{2}$ ) from the eastern extremity of Doom island.

Lat.  $0^{\circ} 53' 20'' \text{ S.}$ , long.  $131^{\circ} 14' 00'' \text{ E.}$

*Abridged description.*—Lt. F. Red, 7 ft., vis. 6 m.

*Characteristics:*

*Character.*—Fixed red.

*Elevation.*—7 feet (2<sup>m</sup>1).

*Visibility.*—6 miles.

*Remarks.*—The light is obscured to the north-westward when bearing less than 143°.

*Charts affected.*—No. 1416, Sele strait.

„ 3745, Kabu islands to Tanjong Kasbi.

*Publications.*—List of Lights, Part VI, 1921, No. 2773a.

Eastern Archipelago Pilot, Part III, 1911, page 271.

*Authority.*—Hague Notice No. 1553 of 1921. (H. 5380-21.)

PHILIPPINE ISLANDS—TANON STRAIT, NEGROS ISLAND.

*Guiculugan*—Light established.

*No. 448 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1755 of 1921), are republished:—

*Position.*—Lat. 10° 07' 18" N., long. 123° 16' 18" E.

*Abridged description.*—Lt. F. Red, 36 ft., vis. 7 m.

*Characteristics:*

*Character.*—Fixed red.

*Elevation.*—36 feet (11<sup>m</sup>0).

*Visibility.*—7 miles.

*Structure.*—White concrete beacon, 30 feet (9<sup>m</sup>1) in height.

*Charts affected.*—No. 2578, Eastern part of the Sulq or Mindoro sea

„ 943, Molucca passage to Manila.

*Publications.*—List of Lights, Part VI, 1921, No. 1172a.

Eastern Archipelago Pilot, Part I, 1911, page 378.

*Authority.*—U. S. A. Hyd. Office Notice No. 3276 of 1921. (H. 5880-21.)

INDIA, WEST COAST—MALABAR COAST.

*Mangalore Harbour*—Caution.

*No. 449 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1762 of 1921), are republished:—

*Position.*—Lat. 12° 51' N., long. 74° 50' E. (approx.).

*Caution.*—Considerable changes are reported to have taken place in the appearance and aspect of Mangalore since the date of the survey, and the lighthouse is difficult to distinguish. Caution is therefore necessary when fixing the ship's position or navigating in the vicinity.

*Note.*—A note to the above effect is to be inserted on the chart.

*Chart affected.*—No. 3267, Plan of Mangalore harbour.

*Publication.*—W.C. India Pilot, 1919, page 155.

*Authority.*—H.M.S. Odin, Remark Book, 1920. (H. 8364-20.)



## JAPAN—HOKUSHŪ, NORTH COAST.

*Sankeushi Misaki—Decreased Depths reported in vicinity.*

No. 450 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1776 of 1921), are republished :—

*Position.*—Sankeushi misaki, lat.  $44^{\circ} 58' N.$ , long.  $142^{\circ} 37' E.$  (approx.).

*Caution.*—Less water than charted is reported to exist between the rock, marked "P.D." on the charts, situated in lat.  $44^{\circ} 52' N.$ , long.  $142^{\circ} 41' E.$  (approx.), and Sankenshi misaki to the northward.

*Note.*—A note "Shoaler water reported (1921)" is to be inserted in the above vicinity on the charts.

*Charts affected.*—No. 3600, Plan of Yeshashi anchorage.

„ 452, Hokushū island and La Pèrouse strait.

*Publication.*—Japan Pilot, 1914, page 746.

*Authority.*—Tokyo Notice No. 268 of 1921. (H. 5863-21.)

## JAPAN—SHIMONOSEKI KAIKYO.

*Chuo Suido—Existence of Wreck.*

No. 451 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1777 of 1921), are republished :—

*Position.*—At a distance of 1.20 miles,  $312^{\circ}$ , from He saki lighthouse. Lat.  $33^{\circ} 58' N.$ , long.  $131^{\circ} 00' E.$  (approx.).

*Description.*—Sunken wreck of a three-masted sailing vessel.

*Charts affected.*—No. 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

*Authority.*—Tokyo Notice No. 297 of 1921. (H. 6026-21.)

## NORTH PACIFIC OCEAN.

*Greenwich Islands—Reported to lie further eastward.*

No. 452 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1784 of 1921), are republished :—

*Position on charts.*—Lat.  $1^{\circ} 04' N.$ , long.  $154^{\circ} 43' E.$  (approx.).

*Details.*—The group of islands known as Greenwich islands are reported to lie about 9 miles further eastward than charted.

*Note.*—A note to the above effect is to be inserted on the charts.

*Charts affected.*—No. 2766, North-east coast of New Guinea, &c.

„ 781, Pacific ocean—north-west sheet.

*Publication.*—Pacific Islands Pilot, Vol. I, 1921, page 608.

*Authority.*—Tokyo Notice No. 275 of 1921. (H. 5866-21.)

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,  
Port Officer of Calcutta



# The Calcutta Gazette

WEDNESDAY, DECEMBER 21, 1921.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,  
*Port Officer of Calcutta.*

A. MARR,  
*Secretary to the Government of Bengal,  
Marine Department.*

CALCUTTA, the 10th December 1921.

### BAY OF BENGAL.

#### BURMA COAST.

*Rangoon river entrance—Pilot brig "Kyauktan" relieved by dredger  
"Pelican".*

No. 469 (first publication).—

*Subject.*—On the 15th December 1921 or as soon after as weather permits, the Pilot Brig "Kyauktan" will be relieved on the Pilot Station by the twin screw steam dredger "Pelican".

The dredger is double funnelled, painted grey with the word "Pilot" in large white letters on each side and has a signal mast forward.

*Charts affected.*—No. 833, Rangoon river and approaches.

„ 823, Koronge island to White point.

„ 830, Bassein river to Pulo Penang.

*Publication.*—Bay of Bengal Pilot, 1910, page 458; Supplement No. 5, 1920.

*Authority.*—Deputy Conservator, Port Commissioners, Rangoon, Notice, dated 30th November 1921.

## CHINA, EAST COAST.

## YANGTZE RIVER, SOUTH CHANNEL ENTRANCE.

*Light-vessel "Kiutoan"—Fog-signal changed.*

No. 470 (first publication).—The Coast Inspector, Shanghai, has given Notice No. 738 of 1921 that the fog bell on the Light-vessel *Kiutoan* has been discontinued and replaced by an acetylene fog gun, which, during foggy or thick weather, will give one report every half minute.

## PHILIPPINE ISLANDS.

*Kalamianes Group—Amendments to Charts with regard to Shoals.*

No. 471 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1836 of 1921), are republished :—

*Position.*—Green island (Nalaut), lat.  $12^{\circ} 03' N.$  long.  $119^{\circ} 47' E.$  (approx.).

*Details.*—The accompanying reproductions of portions of chart Nos. 2577, 967, 2661b, 943 and 2660b, show the necessary corrections to those charts with regard to shoals in the vicinity of the Kalamianes group and the north coast of Busuanga.

*Charts affected.*—No. 2577, Philippine islands between San Bernardino and Mindoro straits.

„ 967, Palawan island.

„ 2661b, China sea, northern portion—eastern sheet.

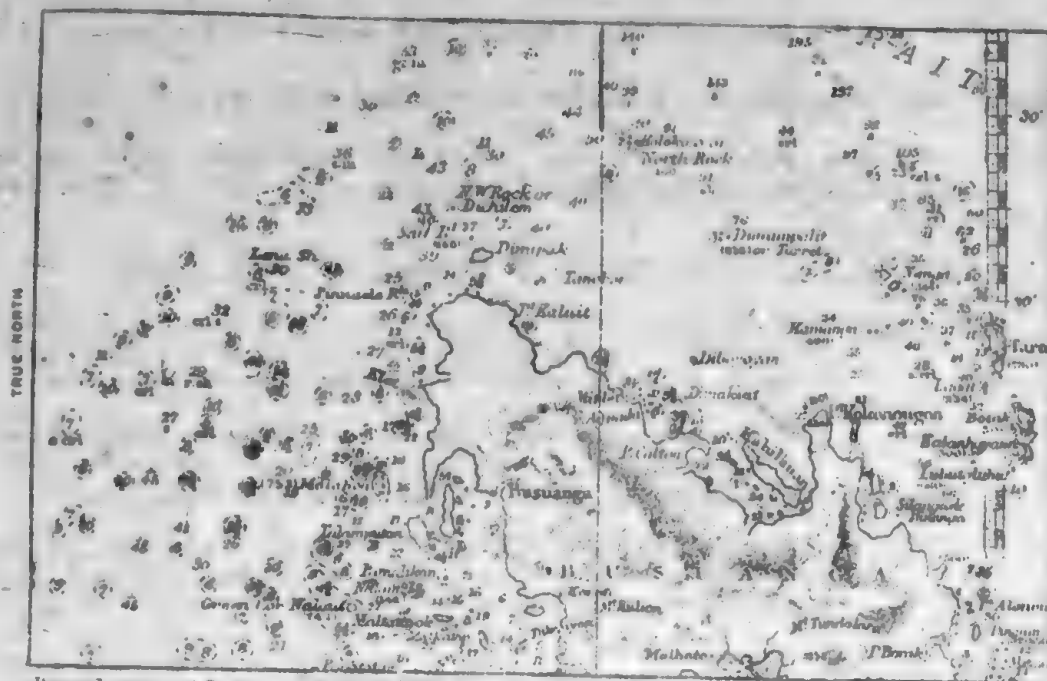
„ 943, Molucca passage to Manila.

„ 2660b, China sea, southern portion—eastern sheet.

*Publications.*—China Sea Pilot, Vol. IV, 1912, pages 209, 210; Supplement No. 6, 1921.  
Eastern Archipelago Pilot, Part I, 1911, pages 48, 50, 51; Supplement No. 5, 1920.

*Authority.*—United States Government Chart. (H. 5309-21.)



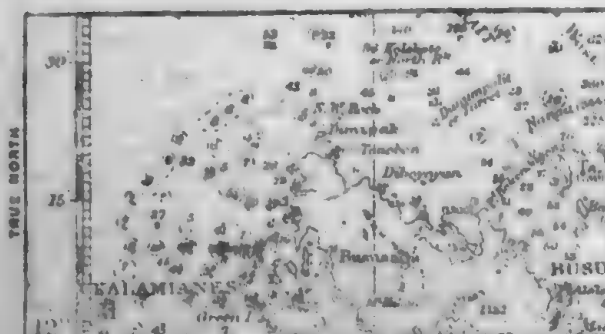


Reproduction of Portion of Chart No 267.

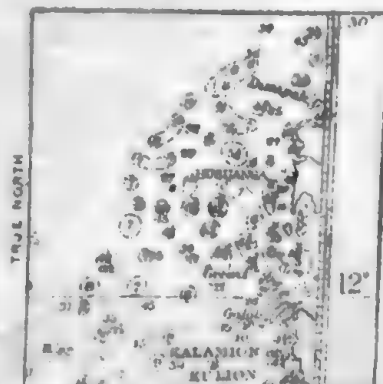


Reproduction of Portion of Chart No 2661.

0 10 20 30 40 Sea Miles



• Reproduction of Portion of Chart No 243.



Reproduction of Portion of Chart No 2669.

PHILIPPINE ISLANDS—LUZON, EAST COAST.

*Lamon Bay Approaches—Amendments to Chart with regard to Shoals.*

*No. 472 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1837 of 1921), are republished:—

*Position.*—Lima rock, lat.  $14^{\circ} 36' N.$ , long.  $122^{\circ} 46' E.$  (approx.).

*Details.*—The accompanying reproduction of a portion of chart No. 2577 shows the necessary corrections to that chart with regard to shoals in the approaches to Lamon bay.

*Remarks.*—It will be observed that the “breakers” westward of Lima rock have been omitted from the reproduction, and they are also to be expunged from chart No. 943.

*Note.*—The note on chart No. 943 in Lamon bay approaches, "This part has not been surveyed, etc.," is to be expunged and the following note substituted therefor:—

*"See larger scale chart No. 2577."*

The following cautionary note is also to be inserted below the title of the chart:—

**"CAUTION."**

*"Until a new edition of this chart has been issued, the largest scale charts embracing this area must be used."*

*Charts affected.*—No. 2577, Philippine islands between San Bernardino and Mindoro straits.  
 „ 943, Molucca passage to Manila.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, pages 541, 542, 553.

**Authority.**—U. S. A. Government Chart. (H. 5702-21.)



0 5 10 15 20 Sea Miles

## SOUTH AFRICA—NATAL.

*Port Shepstone Light—Alteration in Character.*

No. 473<sup>o</sup> (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1846 of 1921), are republished:—

*Position.*—Lat. 30° 45' S., long. 30° 28' E. (approx.).

*New abridged description.*—Lt. Fl. ev. 10 sec., 78 ft., vis. 15m.

*Alteration.*—The character of the light has been altered from occulting white to *flashing white every ten seconds*.

*Remarks.*—The power of the light is now 27,000 candles; in other respects the light is unaltered.

*Note.*—The position of this light is incorrectly shown on chart No. 748a, which is to be amended to agree with the larger scale charts.

*Charts affected.*—No. 2087, Bashee river to Umtamvuna river.

„ 2088, Umtamvuna river to Tugela river.

„ 2095, Hondeklip bay to Port Natal.

„ 748a, Indian ocean—southern portion.

*Publications.*—List of Lights, Part VI, 1921, No. 45.

Africa Pilot, Part III, 1915, page 165.

*Authority.*—South African Railways and Harbours Notice No. 681 of 1921. (H. 6102-21).

## MALAY PENINSULA—MALACCA STRAIT ENTRANCE.

*Kan Tan Southern Approach—Existence of Wreck.*

No. 474 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1849 of 1921), are republished:—

*Position.*—At a distance of about five miles northward of Pulo Mulun.

Lat. 6° 55' 00" N., long. 99° 32' 00" E. (approx.).

*Description.*—Sunken wreck of the S.S. *Perlis* with masts showing 12 feet (3m7) above low water.

*Remarks.*—A white can buoy has been established to mark the wreck.

*Chart affected.*—No. 842, Sayer islands to Langkawi island.

*Authority.*—Bangkok Notice No. 215 of 1921. (H. 6100 & 6167-21.)

## JAPAN—HOKUSHU, SOUTH COAST.

*Mororan Ko—Dredging in progress; Obstruction removed.*

No. 475 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1850 of 1921), are republished:—

*Position.*—Mororan, lat. 42° 19' N., long. 140° 58' E. (approx.).

*Details.*—(1) Dredging operations are in progress in the area indicated on the accompanying reproduction of a portion of chart No. 3507. Vessels are warned to give the dredger a wide berth.

By day the dredger will display a white flag, with a red ball within it, over a red flag.

By night a red light over a green light will be exhibited.

(2) The obstruction formerly shown on the charts about 5.75 cables northward of the west pierhead does not exist and is therefore omitted from the reproduction; it is to be expunged from chart No. 3591.



*Charts affected.*—No. 3507, Mororan ko.

„ 3591, Iburi wan or Uchiura wan. (2).

*Publication.*—Japan Pilot, 1914, page 718; Supplement No. 5, 1921.

*Authority.*—Tokyo Notices Nos. 278 and 287 of 1921.

(H. 6019 & 6022-21.)



Reproduction of Portion of Chart No. 3507.

10 Cables  
of Sea Miles

#### NEW ZEALAND—NORTH ISLAND, COOK STRAIT.

##### *Karori Rock Light—Amended Limit of Sectors.*

*No. 476 (first publication).*—The following particulars, etc. relative to the above, issued by the British Admiralty (No. 1852 of 1921), are republished :—

*Position.*—Lat.  $41^{\circ} 21' S.$ , long.  $174^{\circ} 40' E.$  (approx.).

*Details.*—The bearing between the north-western *red* sector and the *white* sector is  $143^{\circ}$ , and not  $134^{\circ}$  as shown on the charts and in Admiralty publications, which are to be corrected accordingly.

*Caution.*—As the above-corrected bearing passes through Luna rock, vessels should keep the light bearing less than  $134^{\circ}$  when navigating between Karori rock and Cape Terawhiti.

*Charts affected.*—No. 695, Cook strait.

„ 2054, Cook strait and the coast to Cape Egmont.

*Publications.*—List of Lights, Part VI, 1921, No. 2949.  
New Zealand Pilot, 1919, page 111.

*Authority.*—Wellington Notice No. 40 of 1921. (H. 6190-21.)

## NEW ZEALAND—COOK STRAIT, SOUTH ISLAND.

*Chetwode Islands—Light established.*

*No. 477 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1858 of 1921), are republished:—

*Position.*—On the outer islet at the south-western end of the Chetwode islands.

Lat.  $40^{\circ} 55' 07''$  S., long.  $174^{\circ} 04' 25''$  E. (*approx.*).

*Abridged description.*—Lt. Fl. ev.  $3\frac{1}{4}$  sec., 55 ft., vis. 10 m. (U).

*Characteristics:*

*Character.*—Flashing white every three and three-quarters seconds thus:

Flash,	eclipse,
0.75 sec.	3.00 sec.

*Elevation.*—55 feet (16.8).

*Visibility.*—10 miles.

*Structure.*—Small white tower.

*Note.*—This light, which is unwatched, is known as Ninepins rock light.

*Charts affected.*—No 2584, Cook strait anchorages—sheet 1.

„ 2685, Cook strait anchorages—sheet 2.

„ 695, Cook strait.

„ 2054, Cook strait and the coast to Cape Egmont.

„ 3629, Hokitika to Otago harbour.

„ 1212, New Zealand.

*Publications.*—List of Lights, Part VI, 1921, No. 2997.

New Zealand Pilot, 1919, page 304.

*Authority.*—Wellington Notice No. 43 of 1921. (H. 6302-21.)

## GULF OF ADEN, SOUTHERN SHORE.

*Berbera—Caution with regard to Shoaling.*

*No. 478 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1871 of 1921), are republished:—

*Position.*—Lat.  $10^{\circ} 27'$  N., long.  $45^{\circ} 01'$  E (*approx.*).

*Caution.*—Shoaling is reported to be taking place in Berbera harbour. A note to this effect is to be placed on the chart.

*Remarks.*—The silting is greatest on the southern side of the harbour, particularly in the vicinity of Shaab pier which is now only accessible to boats at high water.

*Chart affected.*—No. 3530, Berbera.

*Publication.*—Red Sea, &c., Pilot, 1921, pages 539, 540.

*Authority.*—H.M.S. Odin, Remark Book, 1920. (H. 7434-20.)

## EASTERN ARCHIPELAGO—LOMBOK, SOUTH COAST.

*Silung Belanak Approach—Amended Position and Depth of Shoal.*

No. 479 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1872 of 1921), are republished :—

*Position.*—At a distance of about 3 cables north-eastward of charted position, in the southern approach to Silung Belanak.

Lat.  $8^{\circ} 55' 36''$  S., long.  $116^{\circ} 09' 46''$  E.

*Depth.*—2 fathoms ( $3 = 7$ ) in lieu of 3 fathoms hitherto shown on the charts.

*Note.*—This shoal, with the depth amended, is to be moved on the charts to the position given above and the note "(posn. approx.)" is to be expunged.

*Charts affected.*—No. 2732, Plan of Telok Blongas and Silung Belanak.

" 1654, Island of Java—eastern portion.

" 941b, Eastern archipelago—sheet II.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 221.

*Authority.*—Netherlands Government Chart. (H. 6343-21.)

## CEYLON—SOUTH COAST.

*Matara W. T. Station—Alteration in Time of Weather Bulletin and Storm Signal.*

No. 480 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1878 of 1921), are republished :—

*Former Notice.*—No. 814 of 1921. (This office No. 167 of 1921.)

*Position.*—Matara W-T station, lat.  $5^{\circ} 59'$  N., long.  $80^{\circ} 32'$  E. (approx.).

*Alteration.*—The message containing the weather bulletin and storm signal is now broadcasted daily at 0135 and 1335 G.M.T. (civil).

*Publications.*—List of Lights, Time Signals and Wireless Signals, 1921 (All Parts), Nos. 6228a and 6359a.

Bay of Bengal Pilot, 1910, pages 77 and 132; Supplement No. 5, 1920.

*Authority.*—Commander-in-Chief, East Indies Station. (H. 6140-21.)

## NEW ZEALAND—NORTH ISLAND, MANUKAU HARBOUR ENTRANCE.

(1) Mahanihani (South Head)—Leading lights established.

(2) North Head—Leading lights established.

(3) Destruction Gully light—Alteration in character.

No. 481.—first publication.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1883 of 1921), are republished :—

## (1) Mahanihani (South Head).

(a) Rear light :

*Position.*—On the signal mast on South head.

Lat.  $37^{\circ} 03'$  S., long  $174^{\circ} 33'$  E. (approx.).

*Abridged description.*—Lt. Occ. ev. 3 sec., vis 14 m. (U).

**Characteristics :***Character.*—Occulting white every three seconds, thus :

<u>Light,</u>	<u>eclipse,</u>
2 sec.	1 sec.

*Elevation.*—Not stated.*Visibility.*—14 miles, from 065° to 075°.**(b) Front light :***Position.*—At a distance of 1·67 cables, 250°, from rear light.*Abridged description.*—Lt. Occ. ev. sec., vis. 10 m. (U).**Characteristics :***Character.*—Occulting white every second, thus :

<u>Light,</u>	<u>eclipse,</u>
0·5 sec.	0·5 sec.

*Elevation.*—Not stated.*Visibility.*—10 miles, from 047° to 092°.*Structure.*—Wooden beacon.*Remarks.*—These lights in line bearing 070° lead over the bar, on which there was a least depth of 23 feet (7<sup>m</sup>0) at M. L.W.S. in August 1921.**(2) North Head.****(a) Front light :***Position.*—At a distance of 1·80 cables, 206°, from the 731-foot, summit on North head.

Lat. 37° 02' S., long. 174° 30' E. (approx.).

*Abridged description.*—Lt. F., 430 ft.**Characteristics :***Character.*—Fixed white.*Elevation.*—430 feet (131<sup>m</sup>1).*Structure.*—White beacon.**(b) Rear light.***Position.*—At a distance of 0·68 of a cable, 026°, from front light.*Abridged description.*—Lt. F., 500 ft.**Characteristics :***Character.*—Fixed white.*Elevation.*—500 feet (152<sup>m</sup>4).*Structure.*—White beacon.*Note.*—This leading line is not to be shown on the charts.**(3) Destruction Gully Light.***Position.*—On the northern side of the entrance, at a distance of about one mile southward from Mount Donald McLean.

Lat. 37° 02' S., long. 174° 32' E. (approx.).

*New abridged description.*—Lt. Fl. ev. 3 sec., Wh. & Gn. 70 ft., vis. 10 m. (U).*Alteration.*—The character of the light has been altered from fixed with white and green sectors to *flashing*, with *white* and *green* sectors, every three seconds, thus :

<u>Flash,</u>	<u>eclipse,</u>
0·4 sec.	2·6 sec.

*Remarks.*—The light is unwatched.

*Note.*—In other respects the light is unaltered.

*Charts affected.*—No. 2726, Manukau harbour.

„ 2543 Maunganui bluff to Manukau harbour, and  
Tutukaka harbour to Mayor island.

„ 2535, Manukau harbour to Cape Egmont.

*Publications.*—List of Lights, Part VI, 1921, Nos. 2964, 2964a, 2965, 2966, 2967.

New Zealand Pilot, 1919, pages 67, 68, 70; Supplement No. 1, 1920.

*Authority.*—New Zealand Almanac, 1921, and Wellington Notice No. 39 of 1921. (*H. 6010 & 6189-21.*)

#### EASTERN ARCHIPELAGO—CELEBES, EAST COAST.

*Tomori Gulf—Rock and Shoal to be inserted on Chart.*

*No. 482 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1887 of 1921), are republished:—

(1) *Rock:*

*Position.*—At a distance of about 4½ miles northward from Tanjong Dongkala.

Lat. 2° 13' 45" S., long. 121° 48' 30" E.

*Description.*—A rock with a depth of less than 6 feet (1<sup>m</sup>8).

(2) *Shoal:*

*Position.*—At a distance of about a quarter of a mile, northward from (1).

Lat. 2° 13' 25" S., long. 121° 49' 23" E.

*Depth.*—One fathom (1<sup>m</sup>8).

*Chart affected.*—No. 2549, Tomori gulf.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 489.

*Authority.*—Netherlands Government Chart. (*H. 6401-21.*)

#### JAPAN—KIUSIU, WEST COAST, HIRADO SHIMA.

*Itoya Ura—Existence of Shoal.*

*No. 483 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1888 of 1921), are republished:—

*Position.*—At a distance of 2·60 cables, 030°, from the 85-foot summit on Takenoko shima, the islet situated in the south-eastern part of Itoya ura.

Lat. 33° 14' N., long. 129° 25' E. (*approx.*).

*Depth.*—2½ fathoms (4<sup>m</sup>1), rock.

*Charts affected.*—No. 1527, Southern approaches to Hirado kaikyo.

„ 2387, Io jima to Madara jima.

*Publication.*—Japan Pilot, 1914, page 514.

*Authority.*—Tokyo Notice No. 303 of 1921. (*H. 6250-21.*)

## JAPAN—INLAND SEA, HARIMA NADA.

*Sinhama Point (Misaki)—Light established.*

*No. 484 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1889 of 1921), are republished:—

*Position.*—On the rock, which dries 5 feet at low water, situated 2 cables southward of Sinhama point.

Lat.  $34^{\circ} 43' N.$ , long.  $134^{\circ} 24' E.$  (*approx.*).

*Abridged description.*—Lt. Fl. ev. 2 sec., vis. 9 m (U).

*Characteristics:*

*Character.*—Flashing white every two seconds.

*Elevation.*—16 feet (4<sup>m</sup>9).

*Visibility.*—9 miles, from  $205^{\circ}$  through west to  $115^{\circ}$ .

*Power.*—100 candles.

*Structure.*—Black stone beacon with staff.

*Remarks.*—The light is unwatched.

*Note.*—The light is named "Niibama."

*Charts affected.*—No. 694, Plan of U ura and Sakoshi and Morotsu bays.

„ 3566, Izumi nada and Harima nada.

„ 2875, Naikai (Seto uchi) or Inland sea.

*Publications.*—List of Lights, Part VI, 1921, No. 1988a.  
Japan Pilot, 1914, page 293.

*Authority.*—Tokyo, Department of Communications, Notice No. 1527 of 1921. (*H. 6336-21.*)

## AUSTRALIA, QUEENSLAND—GREAT BARRIER REEF.

*Blackwood Channel, North Channel—Existence of Shoals.*

*No. 485 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1890 of 1921), are republished:—

(1) *Position.*—At a distance of about 4 miles eastward of the eastern end of Cockburn reef.

Lat.  $11^{\circ} 48' 45'' S.$ , long.  $143^{\circ} 32' 50'' E.$

*Description.*—A coral head about  $1\frac{1}{2}$  cables in extent.

*Note.*—The shoal is to be marked on the charts with the note "*Shoal repd. (1921) not examd.*"

(2) *Position.*—At a distance of about half a mile northward from the north-western end of Cockburn reef.

Lat.  $11^{\circ} 45' 04'' S.$ , long.  $143^{\circ} 15' 56'' E.$

*Depth.*—One fathom (1<sup>m</sup>8).

*Description.*—A coral head about  $1\frac{1}{2}$  cables in extent.

(3) *Position.*—At a distance of about three-quarters of a mile north-westward from (2).

Lat.  $11^{\circ} 44' 43'' S.$ , long.  $143^{\circ} 15' 14'' E.$

*Description.*—A coral head about  $1\frac{1}{2}$  cables in extent.

*Note.*—The shoal is to be marked on the charts with the note "*Shoal repd. (1921) not examd.*"



*Charts affected.*—No. 2920, Cape Direction to Cape Grenville.

„ 2919, Cape Grenville to Cape York. (2) and (3)

„ 2354, Cape Grenville to Booby island.

*Publications.*—Australia Pilot, Vol. III, 1916, page 154.

Australia Pilot, Vol. IV, 1917, page 290.

*Authority.*—H.M.S. *Geranium*, Hyd. Note No. 3 of 1921. (H. 6296-21.)

#### MALACCA STRAIT—SUMATRA, PULO WEH.

##### *Sabang Bay—Extension of Wharves; Alterations in Lighting; Positions of Mooring-Buoys.*

*No. 486 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1894 of 1921), are re-published:—

*Position.*—Sabang, lat.  $5^{\circ} 54' N.$ , long.  $95^{\circ} 20' E.$  (approx.).

*Details.*—The accompanying reproduction of a portion of chart No. 2201 shows the recent extension of the coaling wharves and piers at Sabang, the position of a new light on the pier near the Harbour Master's office, and the positions of mooring-buoys.

From the reproduction it will be seen that:

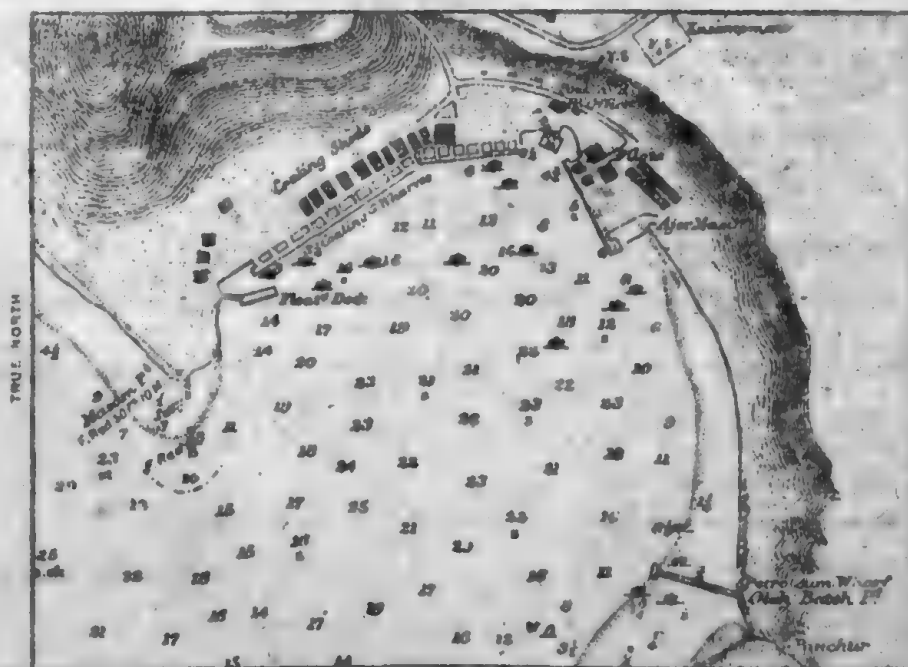
The fixed green light, formerly exhibited from the outer end of the petroleum pier at Oleh Bateh point, has been discontinued.

The pier eastward of the floating dock has been removed and the fixed red light formerly exhibited on the outer end has been discontinued.

*Chart affected.*—No. 2201, Plan of Sabang bay.

*Publications.*—List of lights, Part VI, 1921, Nos. 704, 705, 706.  
China Sea Pilot, Vol. I, 1916, pages 52, 53, 54.

*Authority.*—H.M.S. *Hollyhock*, Hyd. Note No. 9 of 1921, and Netherlands Government Chart. (H. 6096-21.)



Reproduction of Portion of Chart No. 2201.

0 1 2 3 4 5 6 7 8 9 10 Cables or Sea Mile

## EASTERN ARCHIPELAGO—TENIMBER ISLANDS.

*Ritabel Bay Approach—Rock to be inserted on Chart.*

*No. 487\* (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1897 of 1921), are republished:—

*Position.*—At a distance of about one mile eastward of Barnusa, and 4.0 miles, 327°, from Watnomal island at the entrance to Ritabel bay.

Lat. 7° 01' S., long. 131° 40' E. (*approx.*).

*Details.*—The symbol for a rock, with the note "E.D.," is to be placed on the chart in the above position.

*Chart affected.*—No. 2465, Plan of Ritabel bay and approaches.

*Publication.*—Eastern Archipelago Pilot, Part III, 1911, page 238.

*Authority.*—Netherlands Government Chart. (*H. 6286-21.*)

## CHINA SEA—FORMOSA, NORTH COAST.

*Kiirun W/T Station—Weather Bulletin and Storm Signals established.*

*No. 488 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1899 of 1921), are republished:—

*Position.*—Kiirun W/T station, lat. 25° 08' N., long. 121° 45' E. (*approx.*).

*Call signal.*—JFK.

*Wave length.*—600 metres.

*Details.*—Kiirun W/T station transmits daily a weather bulletin at 1130 G.M.T. (civil); and storm signals at 1205 G.M.T. (civil).

The station also transmits the warnings, issued by the Central Meteorological Observatory at Tokyo, immediately after being received.

No charge is made, except in cases where the warnings are transmitted specially at the request of ships.

The messages are sent out in English, and are transmitted three times in succession, each being preceded by the signal QST sent three times.

The warnings contain the following:—

- (1) Typhoon or low atmospheric pressure, date, time, position of centre, reading of barometer at centre, and direction of progressive motion; or,
- (2) Locality, warning and remarks.

*Publications.*—List of Lights, Time Signals and Wireless Signals, 1921 (All Parts), Nos. 6232 and 6363.

China Sea Pilot, Vol. V, 1912, page 31; Supplement No. 5, 1920.

*Authority.*—Tokyo Notice No. 266 of 1921. (*H. 5861-21.*)

## SUMATRA, WEST COAST—MENTAWI ISLANDS, SOUTH PAGI ISLAND.

- (1) *Vekens Bay—Existence of Shoals.*  
 (2) *Vekens bay approach—Non-existence of reef.*

No. 489 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1906 of 1921), are republished:—

(1) **Vekens Bay.**

- (a) *Position.*—At a distance of 253 miles,  $053^{\circ}$ , from the easterly rock on Lennep reef

Lennep reef, lat.  $3^{\circ} 07' S.$ , long.  $100^{\circ} 28' E.$  (approx.).

*Depth.*—9 fathoms ( $16^m5$ ).

- (b) *Position.*—At a distance of 0.75 miles,  $056^{\circ}$ , from the easterly rock on Lennep reef (approx.).

*Depth.*—4 fathoms ( $7^m3$ ).

- (c) *Position.*—At a distance of 2.57 miles,  $062^{\circ}$ , from the easterly rock on Lennep reef.

*Depth.*—3 fathoms ( $5^m5$ ).

*Remarks.*—This shoal is connected to the shore of Tinopo island by a shallow spit.

(2) **Vekens Bay Approach.**

*Position.*—At a distance of about 9 miles north-eastward from Sebalua point.

Lat.  $2^{\circ} 56' S.$ , long.  $100^{\circ} 35' E.$  (approx.).

*Description.*—A reef with depths of from 2 fathoms ( $3^m7$ ) to 3 fathoms ( $5^m5$ ).

*Remarks.*—The reef is to be expunged from the charts.

*Charts affected.*—No. 2761, Chingkuk bay to the Strait of Sunda (2), with plan (1).

„ 748b, Indian ocean—northern portion. (2).

*Publication.*—China Sea Pilot, Vol. I, 1916, page 465.

*Authority.*—Netherlands Government Chart. (H. 6379 & 6413-21.)

## CHINA SEA—SINGAPORE STRAIT.

*Raffles Lighthouse—Non-existence of Magnetic Disturbance in Vicinity.*

No. 490 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1913 of 1921), are republished:—

*Former Notice.*—No. 872 of 1920 (This Office No. 207 of 1920); hereby cancelled.

*Position.*—Raffles lighthouse, lat.  $1^{\circ} 10' N.$ , long.  $103^{\circ} 44' E.$  (approx.).

*Details.*—A careful examination has disproved the existence of any permanent magnetic disturbance in the vicinity of Raffles lighthouse.

*Chart which was temply. affected.*—No. 2403, Singapore strait.

*Publication.*—China Sea Pilot, Vol. I, 1916, page 253; Supplement No. 5, 1921.

*Authority.*—Hydrographic Department. (H. 3276-26)

CHINA SEA—MALAY PENINSULA.

*Silantei Point—Light to be established southward of.*

No. 491 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1914 of 1921), are republished :—

*Date of establishment.*—Not stated.

*Position.*—At the village of Mersing, situated about 3 miles southward of Silantei point.

Lat.  $2^{\circ} 27' 15''$  N., long.  $103^{\circ} 49' 15''$  E.

*Description.*—Not stated.

*Remarks.*—The intended visibility of this light is reported to be 12 miles.

*Note.*—The symbol for a light is to be placed on the charts, with the note "Lt."

*Charts affected.*—No. 3543, Approches to Singapore.

" 1355, Malacca strait.

" 2660a, China sea, southern portion—western sheet.

*Publications.*—List of Lights, Part VI, 1921, No. 795a.  
China Sea Pilot, Vol. III, 1912, page 53.

*Authority.*—Hydrographic Department. (H. 6381-21.)

CELEBES—MAKASSAR STRAIT.

*Makassar Road, Mariso Light—Amended Limit of Sector.*

No. 492 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1915 of 1921), are republished :—

*Former Notice.*—No. 696 of 1921. (This Office No. 260 of 1921.)

*Position.*—Mariso lighthouse, lat.  $5^{\circ} 10'$  S., long.  $119^{\circ} 25'$  E. (approx.).

*Details.*—The eastern limit of the north-western white sector of this occulting white and red light is the bearing  $165^{\circ}$ , and not  $140^{\circ}$  as shown on the charts.

*Charts affected.*—No. 2662, Plan of Makassar road

" 1293, Approach to Makassar.

*Publication.*—List of Lights, Part VI, 1921, No. 1017.

*Authority.*—Hague Notice No. 2090 of 1921. (H. 6424-21.)

JAPAN—HONSHU, SOUTH COAST.

*Ichiiye Zaki (Ilsiy Misaki)—Light established.*

No. 493 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1917 of 1921), are republished :—

*Position.*—Lat.  $33^{\circ} 35' 00''$  N., long.  $135^{\circ} 23' 42''$  E.

*Abridged description.*—Lt. Gp. Fl. (2) ev. 30 sec. 310 ft., vis. 25 m.

*Characteristics:*

*Character.*—Group flashin; white, showing two flashes every thirty seconds, thus:

2 flashes,	eclipse.
8 sec.	22 sec.

*Elevation.*—310 feet (94<sup>m</sup>5).

*Visibility.*—25 miles, from  $313^{\circ}$ , through north, to  $145^{\circ}$ .

*Power.*—36,000 candles.

*Structure.*—White octagonal concrete tower, 30 feet (9<sup>m</sup>1) in height.

*Charts affected.*—No. 951, Osaki wan to Owashi wan.  
 „ 2875, Naikai (Seto uchi) or Inland sea.  
 „ 996, Kii suido to Tokyo.  
 „ 1648, Osumi kaikyo to Oshima.  
 „ 2347, Honshū, Kiusiu, and Shikoku, etc.  
 „ 2459, North-west Pacific ocean, etc.  
 „ 781, Pacific ocean—north-west sheet.

*Publications.*—List of Lights, Part VI, 1921, No. 2014.  
 Japan Pilot, 1914, page 127.

*Authority.*—Tokyo, Department of Communications, Notice No. 1588 of 1921. (H. 6492-21.)

#### AUSTRALIA—EAST COAST, INNER BARRIER ROUTE.

*Meaburn Rock Buoy—Further information with regard to position.*

*No. 494 (first publication).—*

*Former Notice.*—No. 195 of 1919.

*Subject.*—The position of Meaburn Rock Buoy relative to Meaburn Rock is as described hereunder.

*Position.*—At a distance of 2 cables bearing 130° (S. 57° E. Mag.) from Meaburn Rock.

Lat. 17° 34' S., long. 146° 10' E.; on Chart No. 2350.

*Description.*—A red cask buoy.

*Charts affected.*—No. 2350, Double Point to Cape Grafton.

„ 2763, Coral Sea and Great Barrier Reefs, sheet 1.

„ 2759a, Australia, northern portion.

„ 780, Pacific Ocean, south-west sheet.

*Publications.*—Australia Pilot, Vol. IV, 1917, page 190.

*Authority.*—Melbourne Notice No. 22 of 1921.

#### AUSTRALIA—TORRES STRAIT, GREAT NORTH-EAST CHANNEL.

*Bramble Cay—Re-establishment of beacon postponed.*

*No. 495 (first publication).—*

*Former Notice.*—No. 207 of 1921.

*Subject.*—The re-establishment of the beacon on Bramble Cay is postponed until further notice.

*Position.*—Lat. 09° 08' S., long. 143° 52' E.

*Note.*—Further notice will be given when the beacon has been re-established.

*Authority.*—Melbourne Notice No. 23 of 1921.

#### INDIA, WEST COAST.

*Caution.—Danger to shipping.*

*No. 496 (first publication).—*

*Subject.*—The Master of the SS. "West Cannon" reports having sighted, on the 4th December 1921, a large spar 3 feet in diameter, visible about 10 feet above water.

*Position.*—Lat. 8° 42' N., long. 73° 22' E.

*Caution.*—Mariners are hereby warned.

*Charts affected.*—No. 827, Vengurla to Cape Comorin.

„ 748b, Indian Ocean, northern portion.

*Authority.*—Director of the Royal Indian Marine, Bombay, Notice No. 147 M., dated 8th December 1921.



The 3rd December 1921.

### GULF OF SIAM.

*Aotinau (Manao) Bay—Caution with regard to Intended Aeroplane Target Practice.*

No. 464 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1789 of 1921), are republished :—

*Date of commencement.*—1st November 1921.

*Position.*—North Horn, lat.  $11^{\circ} 47' N.$ , long.  $99^{\circ} 47' E.$  (approx.).

*Caution.*—Notice is given that from the above date, target practice from Aeroplanes will take place in the vicinity of Aotinau bay and approaches. Vessels are warned not to enter the undermentioned area between sunrise and sunset whilst the practice is being carried out :—

Limits of danger area :—

(a) *On the North.*—By a line drawn from North Horn in a  $071^{\circ}$  direction for a distance of 7.33 miles.

(b) *On the South.*—By a line drawn from South Horn in a  $135^{\circ}$  direction for a distance of 6.75 miles.

(c) *On the East.*—By a line joining the eastern extremities of limits (a) and (b).

(d) *On the West.*—By a line joining North and South Horns.

*Note.*—Further Notice will be given when the target practice has been completed.

*Charts temporarily affected.*—No. 2719, Lem Tane to Ko Ta kut, " 2414, Gulf of Siam.

*Publication.*—China Sea Pilot, Vol. III, 1912, page 133.

*Authority.*—Bangkok Notice No. 157 of 1921. (H. 5518-21.)

### BAY OF BENGAL—BURMA.

*Akyab Harbour—Caution with regard to Depths.*

No. 465 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1814 of 1921), are republished :—

*Position.*—Savage island, lat.  $20^{\circ} 05' N.$ , long.  $92^{\circ} 54' E.$  (approx.).

*Caution.*—Akyab harbour is reported to have shoaled considerably. A note to this effect is to be inserted on the charts.)

*Charts affected.*—No. 1884, Arakan river. Akyab.

" 1369, Mayu river to Kyauk Pyu harbour.

*Publication.*—Bay of Bengal Pilot, 1910, pages 341, 342.

*Authority.*—The Director, Royal Indian Marine. (H. 6113-21.)

### PERSIAN GULF.

*Shatt al Arab Light-Vessel—Replaced on her station.*

No. 466 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 132M. of 1921), are republished :—

*Former Notice.*—No. 119M. of 1921. (This Office No. 428 of 1921.)

*Position.*—Lat.  $29^{\circ} 44\frac{1}{2}' N.$ , long.  $48^{\circ} 48\frac{1}{2}' E.$

*Details.*—The Shatt al Arab Light-Vessel, which was temporarily withdrawn for repairs and replaced by a light buoy, was stationed in her position on the 13th November 1921.

*Charts which were temporarily affected.*—No. 1253, Shatt al Arab, Outer Ba Ar Fao.

" 1235, Mouth of the Euphrates.

*Authority.*—The Commanding Officer, R. I. M. S. "Nearchus" Telegram, dated 13th November 1921.



## BAY OF BENGAL, BURMA—BASSEIN RIVER ENTRANCE.

*Diamond Island—Non-existence of wreck.*

*No. 467 (second publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 133M. of 1921), are republished:—

*Former Notice.*—No. 29M. of 1921. (*This Office No. 126 of 1921.*)

*Position.*—At a distance of about 5 miles,  $136^{\circ}$ , from Diamond island.  
Lat.  $15^{\circ} 48\frac{1}{2}'$  N., long.  $94^{\circ} 20\frac{1}{2}'$  E.

*Details.*—The sunken wreck of a small native craft, in the above position has disappeared.

*Charts affected.*—No. 834, Bassein river and approaches.

„ 3772, Calventuras to Bassein river.

„ 823, Koronge Island to White point.

„ 829, Cocanada to Bassein river.

„ 830, Bassein river to Pulo Penang.

*Authority.*—The Principal Port Officer, Burma, dated 8th of November 1921.

## BAY OF BENGAL—CHITTAGONG COAST.

*South Patches light-vessel—To be temporarily replaced by a country brig.*

*No. 468-I (second publication).*—

*Subject.*—The South Patches light-vessel will be withdrawn from her station on the 1st January 1922 and replaced early in February 1922.

During her absence a 54-ton country brig having “S.P.” painted in large letters on each side will be moored in the same position.

*By day.*—She will carry a black ball on her main topmast head.

*By night.*—She will exhibit two ordinary ship's riding lights, in a horizontal position, one at each foretop sail yardarm and will also burn a flare every half hour.

*Position.*—Lat.  $21^{\circ} 29\frac{1}{2}'$  N., long.  $91^{\circ} 37\frac{1}{2}'$  E.

*Charts affected.*—No. 829, Cocanada to Bassein river.

„ 859, Matla river to Elephant Point

70, Bay of Bengal.

*Publications.*—List of Lights, Part VI, 1921, No. 630.

Bay of Bengal Pilot, 1910, page 329; Supplement No. 5 of 1920.

*Authority.*—Port Officer, Chittagong, Notice, dated 30th November 1921.

*The 25th November 1921.*

## INDIA, EAST COAST—NEGAPATAM.

*Alteration in Character of Light.*

*No. 453 (third publication).*—The following particulars, etc., relative to the above, issued by the Presidency Port Officer, Madras, in Notice to Mariners (No. 51 of 1921), are republished:—

*Former Notice.*—No. 38 of 1921, dated 23rd September 1921. (*This Office No. 403 of 1921.*)

*Subject.*—The alteration in the character of the light at Negapatam will take place on or after the 15th February 1922, from which date the present occulting light will be discontinued.

*Position.*—Latitude  $10^{\circ} 45'$  N.

Longitude  $79^{\circ} 51'$  E.

*Character of Light.*—White Flashing Acetylene Light, giving two quick flashes every six seconds, i.e., flash  $\frac{3}{10}$  second, short darkness  $1\frac{1}{10}$  second, long darkness 4 seconds.

*Description of Tower.*—Masonry tower Painted White.

*Height and Range.*—About 80 feet above high water. Range 14 miles.

*Arc of Illumination.*—All direction seaward.

*Charts affected.*—No. 70, Bay of Bengal.

„ 71, Madras to Calimere Point.

„ 828, Cape Comorin to Cocanada.

*Publications.*—Bay of Bengal Pilot of 1910, page 203.

List of Lighthouses and Light Vessels in British India.

List of Lights, Part VI, 1921, No. 551.

*Authority.*—Port Officer, Negapatam.

#### INDIA, EAST COAST—BIMLIPATAM.

##### *Alteration in Character of Light.*

*No. 454 (third publication).*—The following particulars, etc., relative to the above, issued by the Presidency Port Officer, Madras, in Notice to Mariners (No. 52 of 1921), are republished :—

*Former Notice.*—No. 38 of 1921, dated 23rd September 1921. (*This Office No. 403 of 1921.*)

*Subject.*—The alteration in the character of the light at Bimlipatam will take place on or after the 1st April 1922, from which date the present occulting light will be discontinued.

*Position.*—Latitude 17° 53' N.

Longitude 83° 27' E.

*Character of Light.*—White Flashing Acetylene Light, giving one single quick flash every 3 seconds, i.e.,  $\frac{3}{10}$  flash and  $2\frac{7}{10}$  darkness.

*Description of Tower.*—Masonry Tower.

*Height and Range.*—About 35 feet above high water. Range 11 miles.

*Arc of Illumination.*—All direction seaward.

*Charts affected.*—No. 70, Bay of Bengal,

„ 829, Cocanada to Bassein River.

„ 1424, Bimlipatam to Gopalpore.

„ 1711, Narsapur Point to Bimlipatam.

*Publications.*—Bay of Bengal Pilot of 1910, page 252.

List of Lighthouses and Light Vessels in British India.

List of Lights, Part VI, 1921, No. 575.

*Authority.*—Port Officer, Vizagapatam.

#### INDIA, EAST COAST—PAMBAN.

##### *Alteration in Character of Light.*

*No. 455 (third publication).*—The following particulars, etc., relative to the above, issued by the Presidency Port Officer, Madras, in Notice to Mariners (No. 53 of 1921), are republished :—

*Former Notice.*—No. 38 of 1921, dated 23rd September 1921. (*This Office No. 403 of 1921.*)

*Subject.*—The alteration in the character of the Light at Pamban will take place on or after the 1st March 1922, from which date the present occulting light will be discontinued.

*Position.*—Latitude  $9^{\circ} 17' N.$

Longitude  $79^{\circ} 13' E.$

*Character of Light.*—White flashing acetylene Light giving three quick flashes every nine seconds, i.e.,  $\frac{1}{10}$  flash,  $1\frac{5}{10}$  short darkness and  $5\frac{3}{10}$  long darkness.

*Description of Tower.*—Masonry Tower painted white

*Height and Range.*—About 97 feet above high water. Range 14 miles.

*Arc of Illumination.*—All direction seaward.

*Charts affected.*—No. 70, Bay of Bengal.

„ 68a, Palk Strait and Gulf of Manar.

„ 69, Gulf of Manar—Pamban Pass.

„ 3581, Approaches to Pamban Pass.

„ 828, Cape Comorin to Cocanada.

*Publications.*—Bay of Bengal Pilot of 1910, page 182.

List of Lighthouses and Light vessels in British India.

List of Lights, Part VI, 1921, No. 542.

*Authority.*—Port Officer, Pamban.

#### INDIA, EAST COAST—MASULIPATAM.

##### *Alteration in Character of Light.*

*No. 456 (third publication).*—The following particulars, etc., relative to the above, issued by the Presidency Port Officer, Madras, in Notice to Mariners (No. 54 of 1921), are republished:—

*Former Notice.*—No. 38 of 1921, dated 23rd September 1921. (*This Office No. 403 of 1921*)

*Subject.*—The alteration in the character of the light at Masulipatam will take place on or after the 15th March 1922 from which date the present occulting light will be discontinued.

*Position.*—Latitude  $16^{\circ} 10' N.$

Longitude  $81^{\circ} 11' E.$

*Character of Light.*—White flashing Acetylene Light, giving three quick flashes every 9 seconds, i.e.,  $\frac{3}{10}$  flash  $1\frac{5}{10}$  short darkness and  $5\frac{1}{10}$  long darkness.

*Description of Tower.*—White Masonry tower.

*Height and Range.*—About 33 feet above high water. Range 11 miles.

*Arc of Illumination.*—All direction seaward

*Charts affected.*—No. 70, Bay of Bengal.

„ 828, Cape Comorin to Cocanada.

„ 1894, Ramapatnam to Narsapur Point.

*Publications.*—Bay of Bengal Pilot of 1910, page 273.

List of Lighthouses and Light Vessels in British India.

List of Lights, Part VI, 1921, No. 571.

*Authority.*—Port Officer, Cocanada.

GULF OF ADEN—JUBITI NORTHERN APPROACH.

*Gulf of Tajura—Information with regard to Buoyage.*

No. 457 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 127M. of 1921), are republished :—

(1) Mashah Island Buoy re-established.

*Former Notice.*—No. 106M. of 1921. (*This office No. 383 of 1921.*)

*Position.*—At a distance of about 2½ miles 271° from the Mashah Island Light-house and about ¾ of a mile, 185° from its former charted position.

Lat. 11° 43' N., long. 43° 10½' E.

*Details.*—The black buoy which was previously reported as missing, *vide N to M* quoted above, has now been replaced in the above position.

*Remarks.*—This buoy is now useless as an aid to navigation and if relied on will lead vessels into difficulties.

(2) Jubiti Bay—Buoy removed.

*Position.*—About 2 Cables Northward of Plateau du Heron.

Lat. 11° 36' 50" N., long. 43° 09' 35" E.

*Details.*—The white can buoy in the above position has been removed or has sunk.

*Chart affected.*—No. 253, Jebel Jan to Shab Kulangarit with Plan.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1921, pages 524-526.

*Authority.*—The Port Officer, Aden, dated 19th October 1921.

GULF OF ADEN—BERBERA.

*Shaab Pier Light extinguished.*

*Caution with regard to approaching Berbera.*

No. 458 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 128M. of 1921), are republished :—

(1) Shaab Pier Light extinguished.

*Position.*—On Shaab Pier head.

Lat. 10° 26½' N., long. 45° 1½' E.

*Details.*—The fixed white and green light visible 2 miles, exhibited from the Shaab Pier head is no longer exhibiting and should be expunged from the publications.

(2) Caution with regard to approaching Berbera.

*Position.*—Of the fixed white light near the old light-house.

Lat. 10° 25' N., long. 44° 59' E.

*Details.*—Great care is necessary for a stranger approaching Berbera at night as owing to the frequent dust storms the visibility of the fixed white light from a mast near the old light-house is not to be depended on, further more during the trading season (from October to March) dhows frequently anchor close in shore in the vicinity of the light-house making it very difficult at times to distinguish between their anchor lights and the fixed light.

*Chart affected.*—No. 3530, Berbera.

*Publications.*—List of Lights, Part VI, 1921, No. 257.

Indian List of Lights, 40th issue, 1921, No. 2.

Red Sea and Gulf of Aden Pilot, 1921, page 542.

*Authority.*—The Port Officer, Aden, dated 19th October 1921.

#### GULF OF ADEN—ZEILA ROADSTEAD AND APPROACHES.

##### *Caution with regard to Discoloured water.*

*No. 459 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 129M. of 1921), are republished:—

*Position.*—Aibat island beacon, Lat.  $11^{\circ} 31' N.$ , long.  $43^{\circ} 28\frac{1}{2}' E.$

*Caution.*—Discoloured water is reported to exist westward of a line drawn from the white beacon on Aibat island, in a direction  $133^{\circ}$  (S.  $44^{\circ}$  E. Mag.) to the southern point of Sea Gull shoal.

The water is very much discoloured making it impossible to distinguish between the deep and shoal water, as may easily be done to seaward and in the most of the adjacent bays.

*Variation.*— $3^{\circ}$  W.

*Charts affected.*—No. 919, Plan of Zeila roadstead.

„ 253, Jebel Jan to Shaab Kulangarit.

„ 8e, Red Sea Sheet-V.

„ 6b, Gulf of Aden, Western portion.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1921, page 532.

*Authority.*—The Port Officer, Aden, dated 19th October 1921.

#### RED SEA.

##### *Telegraph Cable Buoys removed.*

*No. 460 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 130M. of 1921), are republished:—

*Former Notice.*—No. 115-M. of 1921. (*This office No. 413 of 1921.*)

*Positions.*—(1) Lat.  $29^{\circ} 25' 00'' N.$   
Long.  $32^{\circ} 33' 30'' E.$

(2) Lat.  $29^{\circ} 22' 00'' N.$   
Long.  $32^{\circ} 39' 30'' E.$

(3) Lat.  $28^{\circ} 32' 30'' N.$   
Long.  $33^{\circ} 04' 00'' E.$

(4) Lat.  $28^{\circ} 29' 00'' N.$   
Long.  $33^{\circ} 13' 30'' E.$

(5) Lat.  $28^{\circ} 16' 00'' N.$   
Long.  $33^{\circ} 31' 00'' E.$

(6) Lat.  $28^{\circ} 04' 00'' N.$   
Long.  $33^{\circ} 37' 00'' E.$

(7) Lat.  $27^{\circ} 56' 30'' N.$   
Long.  $33^{\circ} 45' 00'' E.$

*Details.*—The buoys in the above mentioned positions which were temporarily laid in connection with the telegraph cable work in the Red Sea, have been withdrawn.

- *Charts which were temporarily affected.*—No. 2838, Strait of Jubal.
- „ 757, Gulf of Suez.
- „ 8a, Red Sea—Sheet I.
- „ 2523, Red Sea.

*Authority.*—The Eastern Telegraph Company, Bombay, dated 24th October 1921.

#### BAY OF BENGAL. BURMA—BASSEIN RIVER ENTRANCE.

*Diamond island—Baroni rock buoy.*

*No. 461 (third publication).—*

*Former Notice.*—No. 127 of 1921.

*Subject.*—The lighted gas buoy marking the Baroni rock has been replaced by an unlighted spherical buoy painted black with a white horizontal band.

*Charts affected.*—No. 834, Bassein river and approaches  
 „ 3772, Calventuras to Bassein river.  
 „ 823, Koronge island to White point.

*Publication.*—Bay of Bengal Pilot, 1910, page 447; Supplement No. 5 of 1920.

*Authority.*—Port Officer, Bassein, Burma, Notice, dated 17th November 1921.

#### BAY OF BENGAL—BURMA COAST.

*Bassein river entrance—Buoy established.*

*No. 462 (third publication).—*

*Subject.*—A black can buoy has been laid in 4 fathoms L. W. O. S. with Diamond island flagstaff 260°, distant 4 cables.

*Position.*—Lat. 15° 51' 50" N., long. 94° 17' 20" E.

*Charts affected.*—No. 834, Bassein river and approaches.  
 „ 3772, Calventuras to Bassein river.  
 „ 823, Koronge island to White point.

*Publication.*—Bay of Bengal Pilot, 1910, page 447.

*Authority.*—Port Officer, Bassein, Burma, Notice, dated 18th November 1921.

#### BAY OF BENGAL—BURMA COAST.

*Derelict Brigantine “Adrosbandooli” salved.*

*No. 463 (third publication).—*

*Former Notice.*—No. 432 of 1921.

*Subject.*—The derelict Brigantine “Adrosbandooli” reported in the above Notice as “Hydrobandooli” has since been salved and is no longer a danger to shipping.

*Authority.*—Principal Port Officer, Burma, Rangoon, telegram, dated 24th November 1921.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,  
*Port Officer of Calcutta.*





# The Calcutta Gazette

WEDNESDAY, DECEMBER 28, 1921.

## APPENDIX.

### NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLENVILLE, COMMANDER, R.I.M.,  
*Dy. Port Officer of Calcutta.*

A. MARR,  
*Secretary to the Government of Bengal,  
Marine Department.*

CALCUTTA, the 16th December 1921.

### GULF OF ADEN.

*Aden Inner Harbour—Light Buoys established;*

*Alteration in position of Light and Mooring Buoys.*

*No. 497 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 140M. of 1921), are republished:—*

*(1) Light-Buoys established.*

*(a) Position.—At a distance of about 3.58 cables, 14°, from Flint Island. Lat. 12° 48' N., long. 44° 59½' E. (Approx.)*

*Description.—A black can light-buoy numbered "5" exhibiting a fixed green light.*

*(b) Position.—At a distance of about 1.36 cables, 327½°, from clock tower. Lat. 12° 47½' N., long. 44° 59' E. (Approx.)*

*Description.—A red conical light-buoy numbered "4" exhibiting a fixed red light.*

(2) Alteration in position of Light-Buoy.

(a) *New position.*—At a distance of about 3·84 cables, 296°, from Flint Island and at a distance of about 1·08 cables, 69°, from its former charted position. Lat. 12° 47½' N., long. 44° 59' E. (Approx.)

*Description.*—No. 4 black can light-buoy exhibiting a fixed green light.

(3) Alteration in position of Mooring-Buoys.

(a) No. 4 Mooring-Buoy :—

*New position.*—At a distance of about 1·85 cables, 331½°, from clock tower and at a distance of 25 cables, 216°, from its former charted position.

(b) No. 7 Mooring-Buoy :—

*New position.*—At a distance of 2·85 cables, 318½°, from Flint Island and at a distance of about 4 of a cable, 26°, from its former charted position.

(c) No. 8 Mooring-Buoy :—

*New position.*—At a distance of about 1·85 cables, 7°, from Flint Island and at a distance of about 6 cable, 47°, from its former charted position.

(d) No. 9 Mooring-Buoy :—

*New position.*—At a distance of about 2·76 cables, 5°, from Flint Island.

*Charts affected.*—No. 3660, Aden Harbour.

„ 7, Aden Harbour and approaches.

*Publication.*—Red Sea and Gulf of Aden Pilot, 1921, page 435.

*Authority.*—Port Officer, Aden, dated 21st October 1921.

INDIA—WEST COAST—KARACHI HARBOUR—MANORA POINT.

*Breakwater light—Alteration in Character.*

*No. 498 (first publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 142M. of 1921), are republished :—

*Former Notice.*—No. 120M. of 1921. (*This Office No. 420 of 1921.*)

*Position.*—At the end of the Manora breakwater.

Lat. 24° 47' N., long. 66° 59' E.

*Details.*—The character of the white occulting light has been altered to a flashing white light, every eight seconds.

*Charts affected.*—No. 40, Karachi Harbour.

„ 41, Cape Monze to Kediwari Mouth.

„ 39, Sind and Kutch Coasts.

„ 88, Maskat to Karachi.

„ 826, Karachi to Vengurla.

**Publications.**—West Coast of India Pilot, 1919, page 836.

List of Lights, Part VI, 1921, No. 326.

Indian List of Lights, 40th issue, 1921, No. 47.

**Authority.**—The Port Officer, Karachi, Telegram dated 29th November 1921.

#### INDIA—WEST COAST—BOMBAY HARBOUR.

*Steam Pilot Vessel to be temporarily replaced by Pilot Schooner for about six weeks from, on or about January 1st, 1922.*

**No. 499 (first publication).**—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 143M. of 1921), are republished :—

**Former Notice.**—No. 2M. of 1921. (*This Office No. 30 of 1921.*)

**Position.**—Sunk Rock Light House N. (T.) Malabar Point. Colaba Point.

**Details.**—From about 1st January to about the middle of February 1922 the Steam Pilot Vessel "KENNERY" will be withdrawn from her Station for docking purposes, etc., and replaced by the Sailing Pilot Schooner painted black with white band and No. 1 painted on each bow. The usual pilot flag at the foremast head will be displayed.

**Remarks.**—Further Notice will be given when the Steam Pilot Vessel is actually taken off her station and relieved by the Sailing Schooner.

**Charts affected.**—No. 655, Port of Bombay.

„ 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

**Publication.**—West Coast of India Pilot, 1919, page 228.

**Authority.**—The Port Officer, Bombay, 30th November 1921.

#### PERSIAN GULF—BAHREIN HARBOUR.

*Amended position of Wireless Mast.*

**No. 500 (first publication).**—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 146M. of 1921), are republished :—

**Position.**—Lat. 26° 18' 45" N., long. 50° 35' 25" E.

**Remarks.**—The highest Wireless Mast is situated 140° distant 5 cables from the British Residency Flag Staff at Menama.

**Charts affected.**—No. 8380, Plans in the Persian Gulf.

„ 20, Bahrein Harbour.

„ 2837b, Persian Gulf, Western Sheet.

**Publication.**—Persian Gulf Pilot, 1915, page 128.

**Authority.**—The Officer Commanding, R.I.M.S. "Pallurus", dated 12th November 1921.

## CHINA—YANGTZE RIVER—VINE POINT TO TUNGCHOW CUSTOM HOUSE.

*Vine point channel buoyed for Navigation of deep-draught ships.*

No. 501 (first publication).—The following particulars, etc., relative to the above, issued by the Coast Inspector, Shanghai, in Notice to Mariners (No. 739 of 1921), are republished :—

“Referring to Special Notice to Mariners No. 610, notice is hereby given that the Vine Point Channel between Vine Point and the Tungchow Custom House to the northward of the Tungchow Banks has been buoyed as follows :—

A red and black vertical striped buoy, surmounted by a black triangular daymark, to be known as the Vine Point Spit Buoy, has been moored in 40 feet of water on the lower end of the shoal situated between the Tungchow Banks and the left bank of the river. From the buoy, Tungchow Custom House bears N. 43° 45' W., distant 5·7 miles.

A red buoy, surmounted by a black cylindrical daymark, to be known as the Vine Point Middle Buoy, has been moored in 31 feet of water on the south-western edge of the shoal and the northern side of the channel. From the buoy, Tungchow Custom House bears N. 40° 15' W., distant 3·4 miles.

A black buoy, surmounted by a black inverted frustum daymark, to be known as the Vine Point Upper Buoy, has been moored in 32 feet of water to mark the southern side and the upper entrance to the channel. From the buoy, Tungchow Custom House bears N. 31° 45' W., distant 2·3 miles.

The least depth in the upper end of the Round Channel is 20 feet.

All bearings given are magnetic, and depths are those of low water of extraordinary spring tides.”

P. G. GLENNVILLE, COMMANDER, R.I.M.,

*Dy. Port Officer of Calcutta.*

The 10th December 1921.

## BAY OF BENGAL.

## BURMA COAST.

Rangoon river entrance—Pilot brig “Kyauktan” relieved by dredger “Pelican”.

No. 469 (second publication).—

Subject.—On the 15th December 1921 or as soon after as weather permits, the Pilot Brig, “Kyauktan” will be relieved on the Pilot Station by the twin screw steam dredger “Pelican”.

The dredger is double funnelled, painted grey with the word “Pilot” in large white letters on each side and has a signal mast forward.

Charts affected.—No. 833, Rangoon river and approaches.

„ 823, Koronge island to White point.

„ 830, Bassein river to Pulo Penang.

Publication.—Bay of Bengal Pilot, 1910, page 458; Supplement No. 5, 1920.

Authority.—Deputy Conservator, Port Commissioners, Rangoon, Notice, dated 30th November 1921.

## CHINA, EAST COAST.

## YANGTZE RIVER, SOUTH CHANNEL ENTRANCE.

• *Light-vessel "Kiutoan"—Fog-signal changed.*

No. 470 (second publication).—The Coast Inspector, Shanghai, has given Notice No. 738 of 1921 that the fog bell on the Light-vessel *Kiutoan* has been discontinued and replaced by an acetylene fog gun, which, during foggy or thick weather, will give one report every half minute.

## PHILIPPINE ISLANDS.

*Kalamianes Group—Amendments to Charts with regard to Shoals.*

No. 471 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1836 of 1921), are republished:—

*Position.*—Green island (Nalaut), lat.  $12^{\circ} 03' N.$ , long.  $119^{\circ} 47' E.$  (approx.).

*Details.*—The accompanying reproductions of portions of chart Nos. 2577, 967, 2661b, 943 and 2660b, show the necessary corrections to those charts with regard to shoals in the vicinity of the Kalamianes group and the north coast of Busuanga.

*Charts affected.*—No. 2577, Philippine islands between San Bernardino and Mindoro straits.

„ 967, Palawan island.

„ 2661b, China sea, northern portion—eastern sheet.

„ 943, Molucca passage to Manila.

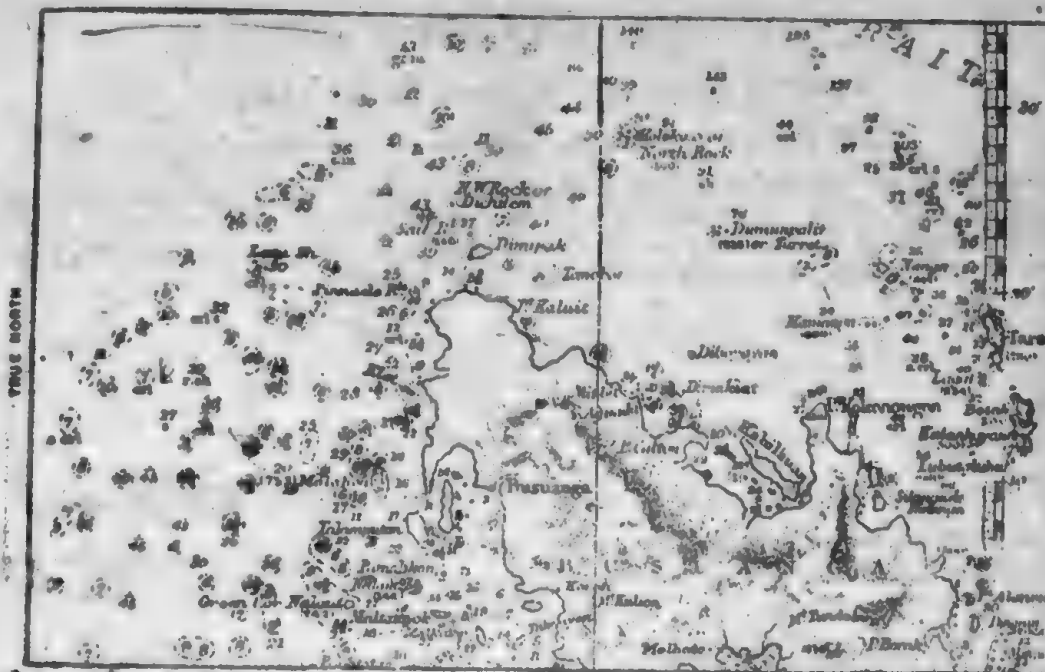
„ 2660b, China sea, southern portion—eastern sheet.

*Publications.*—China Sea Pilot, Vol. IV, 1912, pages 209, 210; Supplement No. 6, 1921.

Eastern Archipelago Pilot, Part I, 1911, pages 48, 50, 51; Supplement No. 5, 1920.

*Authority.*—United States Government Chart. (H. 5369-21.)





Reproduction of Portion of Chart N°967.



Reproduction of Portion of Chart N°2661

0 10 20 30 40 Sea Miles



Reproduction of Portion of Chart N°943



Reproduction of Portion of Chart N°2661



PHILIPPINE ISLANDS—LUZON, EAST COAST.

*Lamon Bay Approaches—Amendments to Chart with regard to Shoals.*

No. 472 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1837 of 1921), are republished:—

*Position.*—Lima rock, lat.  $14^{\circ} 36' N.$ , long.  $122^{\circ} 46' E.$  (approx.).

*Details.*—The accompanying reproduction of a portion of chart No. 2577 shows the necessary corrections to that chart with regard to shoals in the approaches to Lamon bay.

*Remarks.*—It will be observed that the "breakers" westward of Lima rock have been omitted from the reproduction, and they are also to be expunged from chart No. 943.

*Note.*—The note on chart No. 943 in Lamon bay approaches, "This part has not been surveyed, etc." is to be expunged and the following note substituted therefor:—

"See larger scale chart No. 2577."

The following cautionary note is also to be inserted below the title of the chart:—

"CAUTION."

"Until a new edition of this chart has been issued, the largest scale charts embracing this area must be used."

*Charts affected.*—No. 2577, Philippine islands between San Bernardino and Mindoro straits.  
.. 943, Molucca passage to Manila.

*Publication.*—Eastern Archipelago Pilot, Part I, 1911, pages 541, 542, 553.

*Authority.*—U. S. A. Government Chart. (H. 5702-21.)



0 10 15 20 Sea Miles

## SOUTH AFRICA—NATAL.

*Port Shepstone Light—Alteration in Character.*

No. 473 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1846 of 1921), are republished:—

*Position.*—Lat.  $30^{\circ} 45' S.$ , long.  $30^{\circ} 28' E.$  (approx.).

*New abridged description.*—Lt. Fl. ev. 10 sec., 78 ft., vis. 15m.

*Alteration.*—The character of the light has been altered from occulting white to *flashing white every ten seconds*.

*Remarks.*—The power of the light is now 27,000 candles; in other respects the light is unaltered.

*Note.*—The position of this light is incorrectly shown on chart No. 748a, which is to be amended to agree with the larger scale charts.

*Charts affected.*—No. 2087, Bashee river to Umtamvuna river.

" 2088, Umtamvuna river to Tugela river.

" 2095, Hondeklip bay to Port Natal.

" 748a, Indian ocean—southern portion.

*Publications.*—List of Lights, Part VI, 1921, No. 45.  
Africa Pilot, Part III, 1915, page 165.

*Authority.*—South African Railways and Harbours Notice No. 681 of 1921. (H. 6102-21).

## MALAY PENINSULA—MALACCA STRAIT ENTRANCE.

*Kon Tan Southern Approach—Existence of Wreck.*

No. 474 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1849 of 1921), are republished:—

*Position.*—At a distance of about five miles northward of Pulo Mulun.

Lat.  $6^{\circ} 55' 00'' N.$ , long.  $99^{\circ} 32' 00'' E.$  (approx.).

*Description.*—Sunken wreck of the S.S. *Perlis* with masts showing 12 feet (3m7) above low water.

*Remarks.*—A white can buoy has been established to mark the wreck.

*Chart affected.*—No. 842, Sayer islands to Langkawi island.

*Authority.*—Bangkok Notice No. 215 of 1921. (H. 6100 & 6167-21.)

## JAPAN—HOKUSHU, SOUTH COAST.

*Mororan Ko—Dredging in progress; Obstruction removed.*

No. 475 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1850 of 1921), are republished:—

*Position.*—Mororan, lat.  $42^{\circ} 19' N.$ , long.  $140^{\circ} 58' E.$  (approx.).

*Details.*—(1) Dredging operations are in progress in the area indicated on the accompanying reproduction of a portion of chart No. 3507. Vessels are warned to give the dredger a wide berth.

By day the dredger will display a white flag, with a red ball within it, over a red flag.

By night a red light over a green light will be exhibited.

(2) The obstruction formerly shown on the charts about 5.75 cables northward of the west pierhead does not exist and is therefore omitted from the reproduction; it is to be expunged from chart No. 3591.

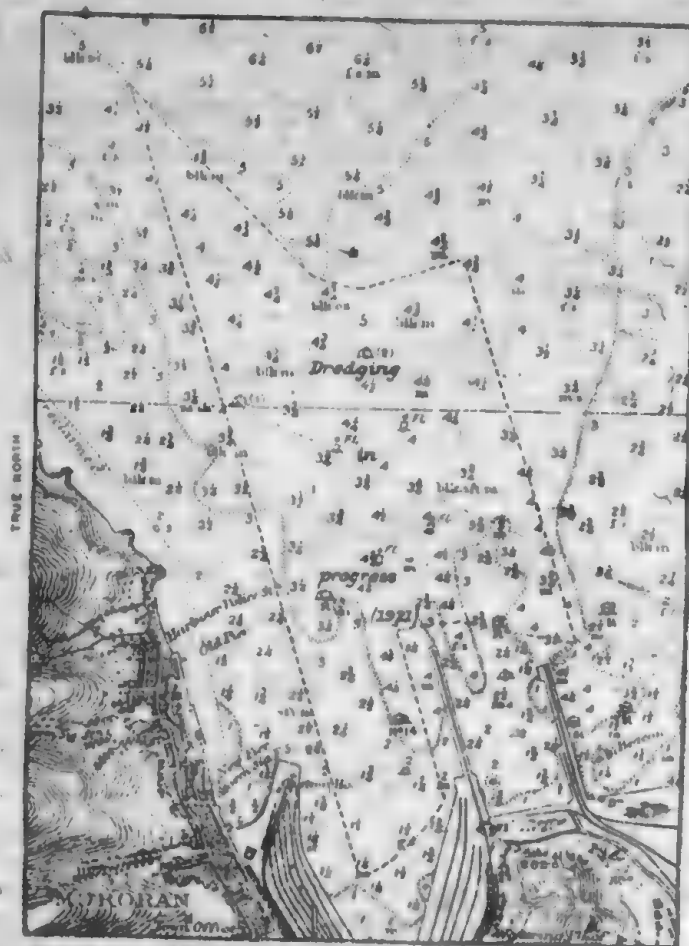
*Charts affected.*—No. 3507, Mororan ko.

„ 3591, Ihari wan or Uchiura wan. (2).

*Publication.*—Japan Pilot, 1914, page 718; Supplement No. 5, 1921.

*Authority.*—Tokyo Notices Nos. 278 and 287 of 1921.

(H. 6019 & 6022-21.)



Reproduction of Portion of Chart No. 3507.

#### NEW ZEALAND—NORTH ISLAND, COOK STRAIT.

##### *Karori Rock Light—Amended Limit of Sectors.*

*No. 476 (second publication).*—The following particulars, etc. relative to the above, issued by the British Admiralty (No. 1852 of 1921), are republished:—

*Position.*—Lat.  $41^{\circ} 21' S.$ , long.  $174^{\circ} 40' E.$  (approx.).

*Details.*—The bearing between the north-western *red* sector and the *white* sector is  $143^{\circ}$ , and not  $134^{\circ}$  as shown on the charts and in Admiralty publications, which are to be corrected accordingly.

*Caution.*—As the above corrected bearing passes through Luna rock, vessels should keep the light bearing less than  $134^{\circ}$  when navigating between Karori rock and Cape Terawhiti.

*Charts affected.*—No. 695, Cook strait.

„ 2054, Cook strait and the coast to Cape Egmont.

*Publications.*—List of Lights, Part VI, 1921, No. 2949.

New Zealand Pilot, 1919, page 111.

*Authority.*—Wellington Notice No. 40 of 1921. (H. 6190-21.)

## NEW ZEALAND—COOK STRAIT, SOUTH ISLAND.

*Chatwode Islands—Light established.*

*No. 477 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1858 of 1921), are republished :—

*Position.*—On the outer islet at the south-western end of the Chatwode islands.

Lat.  $40^{\circ} 55' 07''$  S., long.  $174^{\circ} 04' 25''$  E. (*approx.*).

*Abridged description.*—Lt. Fl. ev.  $3\frac{1}{2}$  sec., 55 ft., vis. 10 m. (U).

*Characteristics :*

*Character.*—*Flashing white every three and three-quarters seconds.*  
thus :

Flash,	eclipse,
0.75 sec.	3.00 sec.

*Elevation.*—55 feet (16m8).

*Visibility.*—10 miles.

*Structure.*—Small white tower.

*Note.*—This light, which is unwatched, is known as Ninepins rock light.

*Charts affected.*—No. 2584, Cook strait anchorages—sheet 1.

„ 2685, Cook strait anchorages—sheet 2.

„ 695, Cook strait.

„ 2054, Cook strait and the coast to Cape Egmont.

„ 3629, Hokitika to Otago harbour.

„ 1212, New Zealand.

*Publications.*—List of Lights, Part VI, 1921, No. 2997.

New Zealand Pilot, 1919, page 304.

*Authority.*—Wellington Notice No. 43 of 1921. (H. 6302-21.)

## GULF OF ADEN, SOUTHERN SHORE.

*Berbera—Caution with regard to Shoaling.*

*No. 478 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1871 of 1921), are republished :—

*Position.*—Lat.  $10^{\circ} 27'$  N., long.  $45^{\circ} 01'$  E (*approx.*).

*Caution.*—Shoaling is reported to be taking place in Berbera harbour. A note to this effect is to be placed on the chart.

*Remarks.*—The silting is greatest on the southern side of the harbour, particularly in the vicinity of Shaab pier which is now only accessible to boats at high water.

*Chart affected.*—No. 3530, Berbera.

*Publication.*—Red Sea, &c., Pilot, 1921, pages 539, 540.

*Authority.*—H.M.S. Odin, Remark Book, 1920. (H. 7434-20.)

**EASTERN ARCHIPELAGO—LOMBOK, SOUTH COAST.**

*Silung Belanak Approach—Amended Position and Depth of Shoal.*

*No. 470 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1872 of 1921), are republished :—

*Position.*—At a distance of about 3 cables north-eastward of charted position, in the southern approach to Silung Belanak.

Lat.  $8^{\circ} 55' 36''$  S., long.  $116^{\circ} 03' 46''$  E.

*Depth.*—2 fathoms (3 = 7) in lieu of 3 fathoms hitherto shown on the charts.

*Note.*—This shoal, with the depth amended, is to be moved on the charts to the position given above and the note "(posn. approx.)" is to be expunged.

*Charts affected.*—No. 2732, Plan of Telok Blongas and Silung Belanak.

" 1654, Island of Java—eastern portion.

" 941b, Eastern archipelago—sheet II.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 221.

*Authority.*—Netherlands Government Chart. (H. 6343-21.)

**CEYLON—SOUTH COAST.**

*Matara W. T. Station—Alteration in Time of Weather Bulletin and Storm Signal.*

*No. 480 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1878 of 1921), are republished :—

*Former Notice.*—No. 814 of 1921. (This office No. 167 of 1921.)

*Position.*—Matara W-T station, lat.  $5^{\circ} 59'$  N., long.  $80^{\circ} 32'$  E. (approx.).

*Alteration.*—The message containing the weather bulletin and storm signal is now broadcasted daily at 0135 and 1335 G.M.T. (civil).

*Publications.*—List of Lights, Time Signals and Wireless Signals, 1921 (All Parts), Nos. 6228a and 6359a.

Bay of Bengal Pilot, 1910, pages 77 and 132 ; Supplement No. 5, 1920.

*Authority.*—Commander-in-Chief, East Indies Station. (H. 6140-21.)

**NEW ZEALAND—NORTH ISLAND, MANUKAU HARBOUR ENTRANCE.**

(1) *Mahanihani (South Head)—Leading lights established.*

(2) *North Head—Leading lights established.*

(3) *Destruction Gully light—Alteration in character.*

*No. 481.—second publication.*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1883 of 1921), are republished :—

(1) **Mahanihani (South Head).**

(a) *Rear light :*

*Position.*—On the signal mast on South head.

Lat.  $37^{\circ} 03'$  S., long  $174^{\circ} 33'$  E. (approx.).

*Abridged description.*—Lt. Occ. ev. 3 sec., vis 14 m. (U).

## Characteristics :

*Character.*—Occulting white every three seconds, thus :

<u>Light,</u>	<u>eclipse,</u>
2 sec.	1 sec.

*Elevation.*—Not stated.

*Visibility.*—14 miles, from 065° to 075°.

## (b) Front light :

*Position.*—At a distance of 1·67 cables, 250°, from rear light.

*Abridged description.*—Lt. Occ. ev. sec., vis. 10 m. (U).

## Characteristics :

*Character.*—Occulting white every second, thus :

<u>Light,</u>	<u>eclipse,</u>
0·5 sec.	0·5 sec.

*Elevation.*—Not stated.

*Visibility.*—10 miles, from 047° to 092°.

*Structure.*—Wooden beacon.

*Remarks.*—These lights in line bearing 070° lead over the bar, on which there was a least depth of 23 feet (7<sup>m</sup>0) at M. L.W.S. in August 1921.

## (2) North Head.

## (a) Front light :

*Position.*—At a distance of 1·80 cables, 206°, from the 731-foot, summit on North head.

Lat. 37° 02' S., long. 174° 30' E. approx.).

*Abridged description.*—Lt. F., 430 ft.

## Characteristics :

*Character.*—Fixed white.

*Elevation.*—430 feet (131<sup>m</sup>1).

*Structure.*—White beacon.

## (b) Rear light.

*Position.*—At a distance of 0·68 of a cable, 026°, from front light.

*Abridged description.*—Lt. F., 500 ft.

## Characteristics :

*Character.*—Fixed white.

*Elevation.*—500 feet (152<sup>m</sup>4).

*Structure.*—White beacon.

*Note.*—This leading line is not to be shown on the charts.

## (3) Destruction Gully Light.

*Position.*—On the northern side of the entrance, at a distance of about one mile southward from Mount Donald McLean.

Lat. 37° 02' S., long. 174° 32' E. (approx.).

*New abridged description.*—Lt. Fl. ev. 3 sec., Wh. & Gn. 70 ft., vis. 10 m. (U).

*Alteration.*—The character of the light has been altered from fixed with white and green sectors to *flashing*, with white and green sectors, every three seconds, thus :

<u>Flash,</u>	<u>eclipse,</u>
0·4 sec.	2·6 sec.

*Remarks.*—The light is unwatched.



*Note.*—In other respects the light is unaltered.

*Charts affected.*—No. 2726, Manukau harbour.

„ 2543 Maunganui bluff to Manukau harbour, and Tutukaka harbour to Mayor island.

„ 2535, Manukau harbour to Cape Egmont.

*Publications.*—List of Lights, Part VI, 1921, Nos. 2964, 2964a, 2965, 2966, 2967.

New Zealand Pilot, 1919, pages 67, 68, 70 ; Supplement No. 1, 1920.

*Authority.*—New Zealand Almanac, 1921, and Wellington Notice No. 39 of 1921. (H. 6010 & 6189-21.)

#### EASTERN ARCHIPELAGO—CELEBES, EAST COAST.

*Tomori Gulf—Rock and Shoal to be inserted on Chart.*

*No. 482 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1887 of 1921), are republished :—

(1) Rock :

*Position.*—At a distance of about 4½ miles northward from Tanjong Dongkala.

Lat. 2° 13' 45" S., long. 121° 48' 30" E.

*Description.*—A rock with a depth of less than 6 feet (1=8).

(2) Shoal :

*Position.*—At a distance of about a quarter of a mile, northward from (1).

Lat. 2° 13' 25" S., long. 121° 48' 23" E.

*Depth.*—One fathom (1=8).

*Chart affected.*—No. 2549, Tomori gulf.

*Publication.*—Eastern Archipelago Pilot, Part II, 1913, page 489.

*Authority.*—Netherlands Government Chart. (H. 6401-21.)

#### JAPAN—KIUSIU, WEST COAST, HIRADO SHIMA.

*Itoya Ura—Existence of Shoal.*

*No. 483 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1888 of 1921), are republished :—

*Position.*—At a distance of 2·60 cables, 030°, from the 85-foot summit on Takenoko shima, the islet situated in the south-eastern part of Itoya ura.

Lat. 33° 14' N., long. 129° 25' E. (*approx.*).

*Depth.*—2½ fathoms (4=1), rock.

*Charts affected.*—No. 1527, Southern approaches to Hirado kaikyo.

„ 2387, Io jima to Madara jima.

*Publication.*—Japan Pilot, 1914, page 514.

*Authority.*—Tokyo Notice No. 303 of 1921. (H. 6250-21.)

JAPAN—INLAND SEA, HARIMA NADA.

*Sinhama Point (Misaki)—Light established.*

No. 484 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1889 of 1921), are republished:—

**Position.**—On the rock, which dries 5 feet at low water, situated 2 cables southward of Sinhama point.

Lat.  $34^{\circ} 43' N.$ , long.  $134^{\circ} 24' E.$  (approx.).

**Abridged description.**—Lt. Fl. ev. 2 sec., vis. 9 m (U).

**Characteristics:**

**Character.**—Flashing white every two seconds.

**Elevation.**—16 feet ( $4^m 9$ ).

**Visibility.**—9 miles, from  $205^{\circ}$  through west to  $115^{\circ}$ .

**Power.**—100 candles.

**Structure.**—Black stone beacon with staff.

**Remarks.**—The light is unwatched.

**Note.**—The light is named "Niihama."

**Charts affected.**—No. 694, Plan of U ura and Sakoshi and Morotsu bays.

„ 3566, Izumi nada and Harima nada.

„ 2875, Naikai (Seto uchi) or Inland sea.

**Publications.**—List of Lights, Part VI, 1921, No. 1988a.  
Japan Pilot, 1914, page 293.

**Authority.**—Tokyo, Department of Communications, Notice No. 1527 of 1921. (H. 6336-21.)

AUSTRALIA, QUEENSLAND—GREAT BARRIER REEF.

*Blackwood Channel, North Channel—Existence of Shoals.*

No. 485 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1890 of 1921), are republished:—

(1) **Position.**—At a distance of about 4 miles eastward of the eastern end of Cockburn reef.

Lat.  $11^{\circ} 48' 45'' S.$ , long.  $143^{\circ} 32' 50'' E.$

**Description.**—A coral head about  $1\frac{1}{2}$  cables in extent.

**Note.**—The shoal is to be marked on the charts with the note "*Shoal repd. (1921) not examd.*"

(2) **Position.**—At a distance of about half a mile northward from the north-western end of Cockburn reef.

Lat.  $11^{\circ} 45' 04'' S.$ , long.  $143^{\circ} 15' 56'' E.$

**Depth.**—One fathom ( $1^m 8$ ).

**Description.**—A coral head about  $1\frac{1}{2}$  cables in extent.

(3) **Position.**—At a distance of about three-quarters of a mile north-westward from (2).

Lat.  $11^{\circ} 44' 43'' S.$ , long.  $143^{\circ} 15' 14'' E.$

**Description.**—A coral head about  $1\frac{1}{2}$  cables in extent.

**Note.**—The shoal is to be marked on the charts with the note "*Shoal repd. (1921) not examd.*"

- Charts affected.*—No. 2920, Cape Direction to Cape Grenville.  
 „ 2919, Cape Grenville to Cape York. (2) and (3).  
 „ 2354, Cape Grenville to Booby island.
- Publications.*—Australia Pilot, Vol. III, 1916, page 154.  
 Australia Pilot, Vol. IV, 1917, page 290.
- Authority.*—H.M.S. *Geranium*, Hyd. Note No. 3 of 1921. (H. 6296-31.)

MALACCA STRAIT—SUMATRA, PULO WEH.

*Sabang Bay—Extension of Wharves; Alterations in Lighting; Positions of Mooring-Buoys.*

*No. 486 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1894 of 1921), are re-published:—

*Position.*—Sabang, lat.  $5^{\circ} 54' N.$ , long.  $95^{\circ} 20' E.$  (approx.).

*Details.*—The accompanying reproduction of a portion of chart No. 2201 shows the recent extension of the coaling wharves and piers at Sabang, the position of a new light on the pier near the Harbour Master's office, and the positions of mooring-buoys.

From the reproduction it will be seen that:

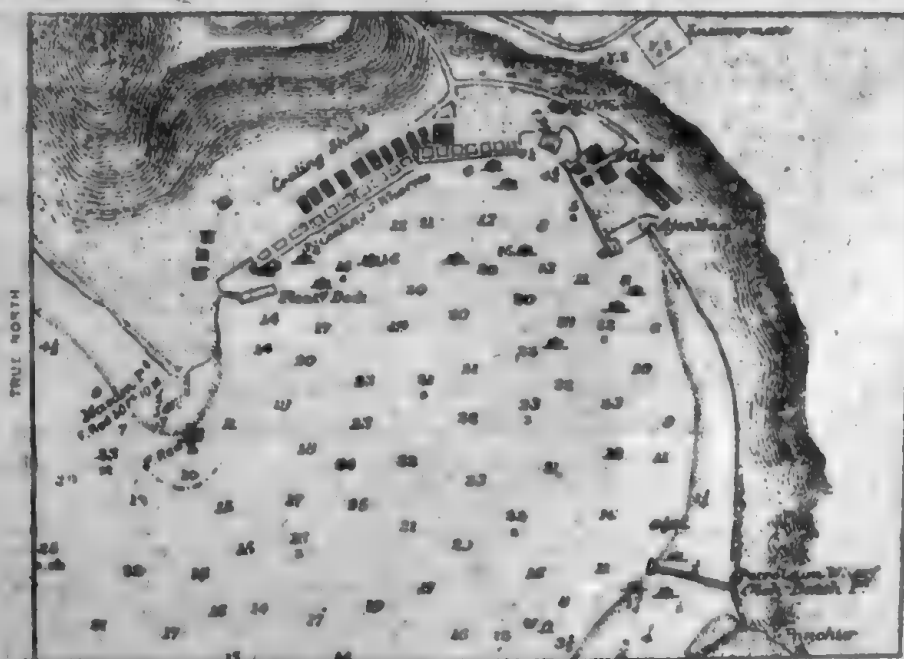
The fixed green light, formerly exhibited from the outer end of the petroleum pier at Oleh Bateh point, has been discontinued.

The pier eastward of the floating dock has been removed and the fixed red light formerly exhibited on the outer end has been discontinued.

*Chart affected.*—No. 2201, Plan of Sabang bay.

*Publications.*—List of lights, Part VI, 1921, Nos. 704, 705, 706.  
 China Sea Pilot, Vol. I, 1916, pages 52, 53, 54.

*Authority.*—H.M.S. *Hollyhock*, Hyd. Note No. 9 of 1921, and Netherlands Government Chart. (H. 5096-21.)



Reproduction of Portion of Chart No. 2201.

5 Cables or  
 1 Sea Mile

## EASTERN ARCHIPELAGO—TENIMBER ISLANDS.

*Ritabel Bay Approach—Rock to be inserted on Chart.*

*No. 487 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1897 of 1921), are re-published:—

*Position.*—At a distance of about one mile eastward of Barnusa, and 4.0 miles, 327°, from Watmomal island at the entrance to Ritabel bay.

Lat. 7° 01' S., long. 131° 40' E. (*approx.*).

*Details.*—The symbol for a rock, with the note "E.D." is to be placed on the chart in the above position.

*Chart affected.*—No. 2465, Plan of Ritabel bay and approaches.

*Publication.*—Eastern Archipelago Pilot, Part III, 1911, page 238.

*Authority.*—Netherlands Government Chart. (*H. 6286-21.*)

## CHINA SEA—FORMOSA, NORTH COAST.

*Kiirun W/T Station—Weather Bulletin and Storm Signals established.*

*No. 488 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1899 of 1921), are re-published:—

*Position.*—Kiirun W/T station, lat. 25° 08' N., long. 121° 45' E (*approx.*).

*Call signal.*—JFK.

*Wave length.*—600 metres.

*Details.*—Kiirun W/T station transmits daily a weather bulletin at 1130 G.M.T. (civil); and storm signals at 1205 G.M.T. (civil).

The station also transmits the warnings, issued by the Central Meteorological Observatory at Tokyo, immediately after being received.

No charge is made, except in cases where the warnings are transmitted specially at the request of ships.

The messages are sent out in English, and are transmitted three times in succession, each being preceded by the signal QST sent three times.

The warnings contain the following:—

(1) Typhoon or low atmospheric pressure, date, time, position of centre, reading of barometer at centre, and direction of progressive motion; or,

(2) Locality, warning and remarks.

*Publications.*—List of Lights, Time Signals and Wireless Signals, 1921 (All Parts), Nos. 6232 and 6363.

China Sea Pilot, Vol. V, 1912, page 31; Supplement No. 5, 1920.

*Authority.*—Tokyo Notice No. 266 of 1921. (*H. 5361-21.*)

**SUMATRA, WEST COAST—MENTAWI ISLANDS, SOUTH PAGI ISLAND.**

(1) *Vekens Bay—Existence of Shoals.*

(2) *Vekens bay approach—Non-existence of reef.*

*No. 489 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1906 of 1921), are republished:—

**(1) Vekens Bay.**

(a) *Position.*—At a distance of 253 miles,  $053^{\circ}$ , from the easterly rock on Lennep reef

Lennep reef, lat.  $3^{\circ} 07' S.$ , long.  $100^{\circ} 28' E.$  (*approx.*).

*Depth.*—9 fathoms ( $16^m5$ ).

(b) *Position.*—At a distance of 0.75 miles,  $056^{\circ}$ , from the easterly rock on Lennep reef (*approx.*).

*Depth.*—4 fathoms ( $7^m3$ ).

(c) *Position.*—At a distance of 2.57 miles,  $062^{\circ}$ , from the easterly rock on Lennep reef.

*Depth.*—8 fathoms ( $5^m5$ ).

*Remarks.*—This shoal is connected to the shore of Tinopo island by a shallow spit.

**(2) Vekens Bay Approach.**

*Position.*—At a distance of about 9 miles north-eastward from Sebalua point.

Lat.  $2^{\circ} 56' S.$ , long.  $100^{\circ} 35' E.$  (*approx.*).

*Description.*—A reef with depths of from 2 fathoms ( $3^m7$ ) to 3 fathoms ( $5^m5$ ).

*Remarks.*—The reef is to be expunged from the charts.

*Charts affected.*—No. 2761, Ohingkuk bay to the Strait of Sunda (2), with plan (1).

„ 748b, Indian ocean—northern portion. (2).

*Publication.*—China Sea Pilot, Vol. I, 1916, page 465.

*Authority.*—Netherlands Government Chart. (H. 6379 & 6413-21.)

**CHINA SEA—SINGAPORE STRAIT.**

*Raffles Lighthouse—Non-existence of Magnetic Disturbance in Vicinity.*

*No. 490 (second publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1913 of 1921), are republished:—

*Former Notice.*—No. 872 of 1920 (*This Office No. 207 of 1920*); hereby cancelled.

*Position.*—Raffles lighthouse, lat.  $1^{\circ} 10' N.$ , long.  $103^{\circ} 44' E.$  (*approx.*).

*Details.*—A careful examination has disproved the existence of any permanent magnetic disturbance in the vicinity of Raffles lighthouse.

*Chart which was temply. affected.*—No. 2403, Singapore strait.

*Publication.*—China Sea Pilot, Vol. I, 1916, page 253; Supplement No. 5, 1921.

*Authority.*—Hydrographic Department. (H. 3276-20.)



## CHINA SEA—MALAY PENINSULA.

*Silantei Point—Light to be established southward of.*

*No. 491 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1914 of 1921), are republished:—

*Date of establishment.*—Not stated.

*Position.*—At the village of Mersing, situated about 3 miles southward of Silantei point.

Lat.  $2^{\circ} 27' 15''$  N., long.  $103^{\circ} 49' 15''$  E.

*Description.*—Not stated.

*Remarks.*—The intended visibility of this light is reported to be 12 miles.

*Note.*—The symbol for a light is to be placed on the charts, with the note "*Lt.*"

*Charts affected.*—No. 3543, Approches to Singapore.

„ 1355, Malacca strait.

„ 2660a, China sea, southern portion—western sheet.

*Publications.*—List of Lights, Part VI, 1921, No. 795a.  
China Sea Pilot, Vol. III, 1912, page 53.

*Authority.*—Hydrographic Department. (*H. 6381-21.*)

## CELEBES—MAKASSAR STRAIT.

*Makassar Road, Mariso Light—Amended Limit of Sector.*

*No. 492 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1915 of 1921), are republished:—

*Former Notice.*—No. 696 of 1921. (*This Office No. 260 of 1921.*)

*Position.*—Mariso lighthouse, lat.  $5^{\circ} 10'$  S., long.  $119^{\circ} 25'$  E. (*approx.*).

*Details.*—The eastern limit of the north-western *white* sector of this occulting *white* and *red* light is the bearing  $165^{\circ}$ , and not  $140^{\circ}$  as shown on the charts.

*Charts affected.*—No. 2662, Plan of Makassar road

„ 1293, Approach to Makassar.

*Publication.*—List of Lights, Part VI, 1921, No. 1017.

*Authority.*—Hague Notice No. 2090 of 1921. (*H. 6424-21.*)

## JAPAN—HONSHU, SOUTH COAST.

*Ichiiye Zaki (Itsiiye Misaki)—Light established.*

*No. 493 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1917 of 1921), are republished:—

*Position.*—Lat.  $33^{\circ} 35' 00''$  N., long.  $135^{\circ} 23' 42''$  E.

*Abridged description.*—Lt. Gp. Fl. (2) *ev.* 30 sec. 310 ft., vis. 25 m.

*Characteristics:*

*Character.*—Group flashing white, showing two flashes every thirty seconds, thus:

2 flashes,	eclipse.
8 sec.	22 sec.

*Elevation.*—310 feet ( $94^m5$ ).

*Visibility.*—25 miles, from  $313^{\circ}$ , through north, to  $145^{\circ}$ .

*Power.*—36,000 candles.

*Structure.*—White octagonal concrete tower, 30 feet ( $9^m1$ ) in height.



*Charts affected.*—No. 951, Osaki wan to Owashi wan.  
 „ 2875, Naikai (Seto uchi) or Inland sea.  
 „ 996, Kii suido to Tokyo.  
 „ 1648, Osumi kaikyo to Oshima.  
 „ 2347, Honshū, Kiusiu, and Shikoku, etc.  
 „ 2459, North-west Pacific ocean, etc.  
 „ 781, Pacific ocean—north-west sheet.

*Publications.*—List of Lights, Part VI, 1921, No. 2014.  
 Japan Pilot, 1914, page 127.

*Authority.*—Tokyo, Department of Communications, Notice No. 1588 of 1921. (H. 6492-21.)

#### AUSTRALIA—EAST COAST, INNER BARRIER ROUTE.

*Meaburn Rock Buoy—Further information with regard to position.*

*No. 494 (second publication).—*

*Former Notice.*—No. 195 of 1919.

*Subject.*—The position of Meaburn Rock Buoy relative to Meaburn Rock is as described hereunder.

*Position.*—At a distance of 2 cables bearing  $130^{\circ}$  (S.  $57^{\circ}$  E. Mag.) from Meaburn Rock.

Lat.  $17^{\circ} 34'$  S., long.  $146^{\circ} 10'$  E.; on Chart No. 2350.

*Description.*—A red cask buoy.

*Charts affected.*—No. 2350, Double Point to Cape Grafton.

„ 2763, Coral Sea and Great Barrier Reefs, sheet 1.

„ 2759a, Australia, northern portion.

„ 1780, Pacific Ocean, south-west sheet.

*Publications.*—Australia Pilot, Vol. IV, 1917, page 190.

*Authority.*—Melbourne Notice No. 22 of 1921.

#### AUSTRALIA—TORRES STRAIT, GREAT NORTH-EAST CHANNEL.

*Bramble Cay—Re-establishment of beacon postponed.*

*No. 495 (second publication).—*

*Former Notice.*—No. 207 of 1921.

*Subject.*—The re-establishment of the beacon on Bramble Cay is postponed until further notice.

*Position.*—Lat.  $09^{\circ} 08'$  S., long.  $143^{\circ} 52'$  E.

*Note.*—Further notice will be given when the beacon has been re-established.

*Authority.*—Melbourne Notice No. 23 of 1921.

#### INDIA, WEST COAST.

*Caution.*—*Danger to shipping.*

*No. 496 (second publication).—*

*Subject.*—The Master of the SS. "West Cannon" reports having sighted, on the 4th December 1921, a large spar 3 feet in diameter, visible about 10 feet above water.

*Position.*—Lat.  $8^{\circ} 42'$  N., long.  $73^{\circ} 22'$  E.

*Caution.*—Mariners are hereby warned.

*Charts affected.*—No. 827, Vengurla to Cape Comorin.

„ 748b, Indian Ocean, northern portion.

*Authority.*—Director of the Royal Indian Marine, Bombay, Notice No. 147 M., dated 8th December 1921.

The 3rd December 1921.

### GULF OF SIAM.

*Aotinau (Manao) Bay—Caution with regard to Intended Aeroplane Target Practice.*

*No. 464 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1789 of 1921), are republished :—

*Date of commencement.*—1st November 1921.

*Position.*—North Horn, lat.  $11^{\circ} 47' N$ , long.  $99^{\circ} 47' E$ . (*approx.*).

*Caution.*—Notice is given that from the above date, target practice from Aeroplanes will take place in the vicinity of Aotinau bay and approaches. Vessels are warned not to enter the undermentioned area between sunrise and sunset whilst the practice is being carried out :—

Limits of danger area :—

(a) *On the North.*—By a line drawn from North Horn in a  $071^{\circ}$  direction for a distance of 7.33 miles.

(b) *On the South.*—By a line drawn from South Horn in a  $135^{\circ}$  direction for a distance of 6.75 miles.

(c) *On the East.*—By a line joining the eastern extremities of limits (a) and (b).

(d) *On the West.*—By a line joining North and South Horns.

*Note.*—Further Notice will be given when the target practice has been completed.

*Charts temporarily affected.*—No. 2719, Lem Tané to Ko Ta kut, 2414, Gulf of Siam.

*Publication.*—China Sea Pilot, Vol. III, 1912, page 133.

*Authority.*—Bangkok Notice No. 157 of 1921. (*H. 5518-21.*)

### BAY OF BENGAL—BURMA.

*Akyab Harbour—Caution with regard to Depths.*

*No. 465 (third publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1814 of 1921), are republished :—

*Position.*—Savage island, lat.  $20^{\circ} 05' N$ , long.  $92^{\circ} 54' E$ . (*approx.*).

*Caution.*—Akyab harbour is reported to have shoaled considerably. A note to this effect is to be inserted on the charts.)

*Charts affected.*—No. 1884, Arakan river. Akyab.

„ 1369, Mayu river to Kyauk Pyu harbour.

*Publication.*—Bay of Bengal Pilot, 1910, pages 341, 342.

*Authority.*—The Director, Royal Indian Marine. (*H. 6113-21.*)

### PERSIAN GULF.

*Shatt al Arab Light-Vessel—Replaced on her station.*

*No. 466 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 132M. of 1921), are republished :—

*Former Notice.*—No. 119M. of 1921. (*This Office No. 428 of 1921.*)

*Position.*—Lat.  $29^{\circ} 44\frac{1}{2}' N$ , long.  $48^{\circ} 48\frac{1}{2}' E$ .

*Details.*—The Shatt al Arab Light-Vessel, which was temporarily withdrawn for repairs and replaced by a light buoy, was stationed in her position on the 13th November 1921.

*Charts which were temporarily affected.*—No. 1253, Shatt al Arab, Outer Barto Fao.

„ 1235, Mouth of the Euphrates.

*Authority.*—The Commanding Officer, R. I. M. S. “Nearchus” Telegram, dated 13th November 1921.

**BAY OF BENGAL, BURMA—BASSEIN RIVER ENTRANCE.**

*Diamond Island—Non-existence of wreck.*

*No. 467 (third publication).*—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 133M. of 1921), are republished :—

*Former Notice—No. 29M. of 1921. (This Office No. 126 of 1921.)*

*Position.*—At a distance of about 5 miles,  $136^{\circ}$ , from Diamond island.  
Lat.  $15^{\circ} 48\frac{1}{2}'$  N., long.  $94^{\circ} 20\frac{1}{2}'$  E.

*Details.*—The sunken wreck of a small native craft, in the above position has disappeared.

*Charts affected.*—No. 834, Bassein river and approaches.  
" 3772, Calventuras to Bassein river.  
" 823, Koronge Island to White point.  
" 829, Cocanada to Bassein river.  
" 830, Bassein river to Pulo Penang.

*Authority.*—The Principal Port Officer, Burma, dated 8th of November 1921.

**BAY OF BENGAL—CHITTAGONG COAST.**

*South Patches light-vessel—To be temporarily replaced by a country brig.*

*No. 468-I (third publication).*—

*Subject.*—The South Patches light-vessel will be withdrawn from her station on the 1st January 1922 and replaced early in February 1922.

During her absence a 54-ton country brig having "S.P." painted in large letters on each side will be moored in the same position.

*By day*—She will carry a black ball on her main topmast head.

*By night*—She will exhibit two ordinary ship's riding lights, in a horizontal position, one at each foretop sail yardarm and will also burn a flare every half hour.

*Position.*—Lat.  $21^{\circ} 29\frac{1}{2}'$  N., long.  $91^{\circ} 37\frac{1}{2}'$  E.

*Charts affected.*—No. 829, Cocanada to Bassein river.  
" 859, Matla river to Elephant Point.  
" 70, Bay of Bengal.

*Publications.*—List of Lights, Part VI, 1921, No. 630.  
Bay of Bengal Pilot, 1910, page 329; Supplement No. 5 of 1920.

*Authority.*—Port Officer, Chittagong, Notice, dated 30th November 1921.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,  
Port Officer of Calcutta.